This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

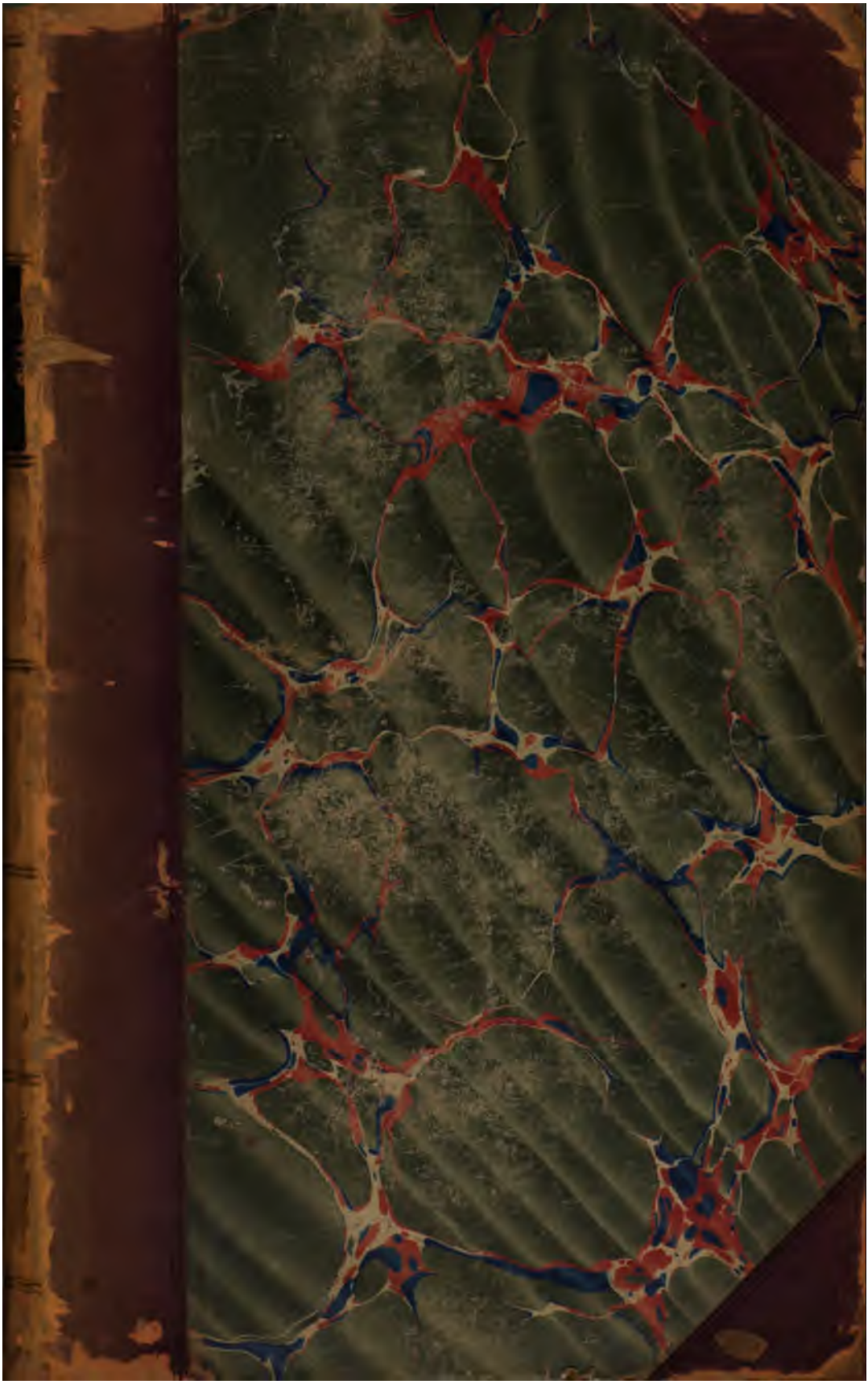
Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

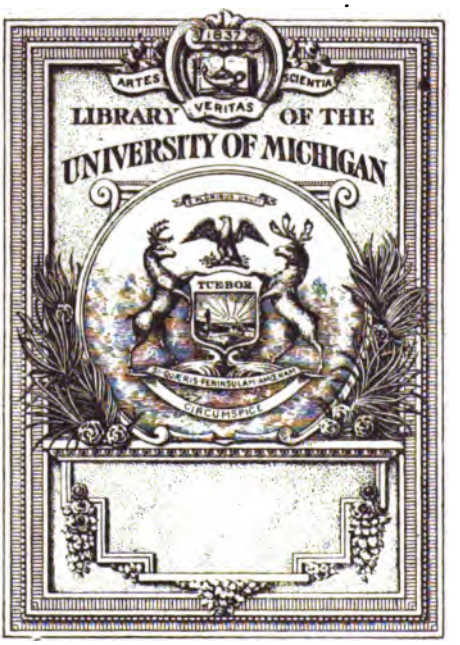
We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`




1837
ARTES
VERITAS
SCIENTIA
LIBRARY OF THE
UNIVERSITY OF MICHIGAN
TUEBOR
SI QUAERIS PENINSULAM AMOENAM
CIRCUMSPICE

443780

น
1
.N57

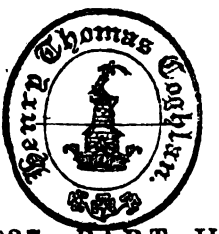
THE

UNITED SERVICE

JOURNAL

AND

Naval and Military Magazine.



1837. PART III.

LONDON:

HENRY COLBURN, 13, GREAT MARLBOROUGH STREET.

SOLD BY ALL BOOKSELLERS.

LONDON:
Printed by WILLIAM CLOWES and SONS,
Stamford Street.

CONTENTS

OF THE

THIRD PART OF 1837.

PAGE

A Biographical Sketch of Captain Dampier . . 1, 145, 289
Roman Roads—No. II. 15
A Run to Calais. By the Mid. 21
A Song of Waterloo 28
Retreat upon Portugal in 1812. From the Reminiscences of a Subaltern 29
Stories of Greenwich; by a Modern Asmodeus . . 38, 364
An Inn-Adventure 51
Dick Swift, the Ocean Racer 64
Fragments of the Peninsular War—Burgos—Badajoz . . 69
Peter Pivot's Letters from New Brunswick to his Friends at the Depôt—No. IV. 75, 372, 514
The Kaffir War—No. VII. 79
A Popular History of the Steam-Engine (concluded) . . 86
A Glance at the Moral and Material State of our Navy at this moment 160
Historic Sketch of the French Army . . . 168
Paul and Virginia 178
Notes of an Expedition to Alexandria in the year 1807 . 183, 481
A Voyage in a Convict Ship . . . 193, 347
Sketches of Military Life in India. By a Queen's Officer. No. V. 202, 355, 502
A Sermon on Gambling 211
A Ramble in the Antilles 291
Jersey Oyster Fishery 224
Ordnance Experiments by the French . . . 227
Remarks on Circular Sterns 236
Ancient and Modern Warfare 305
Wreck of the St. Edelfonso 312
The Barrack Department 324
The Drumstick Club; or, Sketches of Naval Life . . 334
On Malaria and the Yellow Fever in the West Indies . . 377
On the Recruiting of the Army. By a Practical Recruiter . 433
A Bit of Astronomical News 450
Remarks on the Correspondence of Napoleon during the early Campaigns in Italy 465

PAGE

Recollections of a War-Cruise in the Mediterranean. By one of the Guadaloupes 473
A Visit to Plymouth since the Peace . . . 488
Wreck in the China Sea 512
A Popular History of Steam Navigation . . . 518

MEMOIRS of GENERAL and FLAG-OFFICERS RECENTLY DECEASED:
Rear Admiral John M. Lewis, 238; Rear-Admiral W. H. Webley Parry, 383; Vice-Admiral Sir Thomas Candler . . 524

FOREIGN MISCELLANY . . . 99, 241, 386, 528

GENERAL CORRESPONDENCE . . 102, 244, 390, 531

CORRESPONDENCE from the PRINCIPAL PORTS and STATIONS: 119, 258, 408, 541

REVIEWS and CRITICAL NOTICES . . . 127, 267, 414, 549

NOTICES TO READERS AND CORRESPONDENTS . 128, 272, 416, 552

EDITOR'S PORTFOLIO; OR, NAVAL AND MILITARY REGISTER 129, 273, 417, 553
Stations of the British Army . . . 137, 282, 426, 569
Royal Navy in Commission . . . 134, 283, 427, 570
Promotions and Appointments . . . 140, 284, 428, 571
Births, Marriages, and Deaths . . . 143, 286, 430, 574
Meteorological Register . . . 144, 288, 432, 576
Members of the Royal Irish Yacht Club . . 279
Observations on Meteorology from Newfoundland . . 432

THE

UNITED SERVICE JOURNAL.

A BIOGRAPHICAL SKETCH OF CAPTAIN DAMPIER.

No. III.

HAVING anchored his ships before a brook of running water, in a bay called Caldera, about a league within Cape Blanco, the first concern of the new commander was to honour the memory of his predecessor by interring his remains on shore. While his men were digging the grave under the protection of an armed party, who asked them many "silly" questions from aloof, "and our men," says Dampier, "did not stick to sooth them up with as many falsehoods, purposely to draw them into their clutches." The confab was continued for some time, the Buccaneers protesting to be Spaniards, and the Indians doubting their assertions, till "at length they drilled them by discourse so near, that our men laid hold on all three at once." One made a "bolt," and escaped before the burial of Cook was over*, but the other two were taken on board, where, on examination, it proved that they had been sent thither as spies upon the Rovers, whose arrival had been expected.

Having observed some cattle grazing near the shore, Davis dispatched a couple of boats with a party to procure a supply of fresh meat—an object of no small moment to men who had tasted no sort of flesh since leaving the Galapagos. Under the guidance of one of the Indians, they were conducted to a pen in a large savannah, where there were many fat bulls and cows feeding, which some of the sailors were for attacking immediately, while others insisted upon waiting till morning, and then to kill as many as they needed. On this difference of opinion, Dampier and eleven more thought proper to return on board that night. Hearing nothing of their companions next day, at four P.M., a canoe was sent to look for them; when they found their comrades on a small rock half a mile from the shore, whither they had waded to escape from forty or fifty Spaniards, who had burnt their boat, which ought to have been kept afloat. They gained the rock at half-ebb tide, and, having remained there seven hours, were standing up to their waists in water, with the tide still flowing, so that they must have perished in another

* Cowley states the funeral as taking place the first day, and the capture of the Indians on the second; but Dampier is too circumstantial to be shaken, and moreover he kept a diary, whereas Cowley acknowledges to having composed most of his narrative from memory. His whole account of this transaction is very confused.

hour, if they had not been rescued. Dampier mentions the "flouting" with which the enemy jeered the retreaters, while they now and then whistled a shot among them; and adds, "by their good will they care not for fighting otherwise than in ambuscades, but content themselves with standing aloof, threatening and calling names, at which they are as expert as at the other, so that if their tongues be quiet we always take it for granted they have laid some ambush."

From Caldera Bay they directed their course for Ria Lexa; and when they arrived there, Dampier and others pushed off for the shore. But the Spaniards, apprehensive of an attack, had erected a guard-house, in which men were placed to be constantly on the watch night and day: these men had horses always in readiness, and, as soon as they perceived the ships, they set off full speed for the town. As they had got the start of our adventurers at least three hours, they thought it best to defer their design till another time, since their object was surprise and plunder, and not fighting against great odds; accordingly, they steered for the gulf of Amapalla, intending there to careen their ships. As it was necessary to procure the aid of some natives for this business, it was resolved, when they neared the gulf, that Davis himself should proceed in the boats to obtain them. He landed at the island of Mangera, where a great number of Indians, and a friar among them, were on the shore: the Indians ran off and escaped, but the friar, stumbling, fell into Captain Davis's hands, and with him a couple of boys. Their reverend prisoner proved to be the only Spaniard, or white man, residing there, and he knew "to a peck how much every man had, and how many fowls;" nor was there but one of all the Indians who could speak Spanish, and he, being able to write also, was the secretary of the islands; but it seems that even he had "no great kindness for the Spaniards."

Whatever might be the terror of the friar, on being so unexpectedly captured, Davis soon convinced him that he meant him no harm, and that his only object and wish was to procure the assistance of the natives in careening the ships. From the information gained, they then made for Amapalla island. On coming near they were hailed from the shore to demand who they were, and what were their objects? to which Davis replied that he and his men were Biscayners in quest of pirates, and that their business in the gulf was to careen. This account was satisfactory; the secretary warmly welcomed them, and the Buccaneers, with the friar at their head, marched up the hill to the church, which was the usual place of public assembly, whether for duty or pastime. Aware of this custom, Davis intended, when the unsuspecting people were all in the sacred edifice, to shut the doors upon them, announce his calling, and dictate the terms upon which they were to maintain friendship and mutual assistance; but the project was frustrated by the "indiscretion of one foolish fellow." It happened that a Buccaneer, being impatient at the leisurely movement of the inhabitants, rudely attempted to freshen their way by pushing one of them into the church before him; but the native, being frightened, ran off, and the rest, taking the alarm, sprang out "like deer;" so that Davis, who was ignorant of the cause, was surprised to see only himself and the friar left. Nor was this the worst, for some of the English immediately fired, and, among other injury committed, the poor secretary was slain.

Notwithstanding this serious rupture, the Cacique of the Indians became reconciled to Davis, and afterwards rendered material assistance in directing the ships to a proper anchorage for refitting in, and in obtaining supplies of refreshment and water. The rovers helped themselves to cattle from an island in the bay, largely stocked, which they were informed belonged to a nunnery; and, from a description given of the music and merriment, as well as the smallness of the payment given for the fruits and feasting, it is pretty plain that they "buccaneered" it finely while they lay there. It must therefore have been under a feeling of remorse and pity that, on quitting the port, Davis presented the natives of Amapalla with one of the prize-vessels and half a cargo of flour which it contained, as an atonement for the injuries they had sustained from their visitors. Dampier describes these "actes" as openly as can be expected; but Cowley, though he cautiously veils them, in merely stating that they "took two islands; one was inhabited by Indians, and the other was stored with cattle; but for gold and silver we got but little,"—affords an additional fact in proof of the demands not being solely confined to provisions, water, and refitment.

The Bachelor's Delight and the Nicholas here broke off consortship, and determined to try their fortune separately—a resolution carried by an unreasonable claim of Davis's crew, who, having the stouter and better ship, would not consent that Eaton's men should share equally with themselves in the captures. This measure being decided upon, and both ships ready for sea, Captain Eaton embarked 400 packs of the prize flour, and sailed out of the gulf on the 2nd September, 1684*, on which occasion Cowley quitted the ship, in which he had described himself as the only navigator, and joined Eaton's company. The Bachelor's Delight, however, managed very well without him, and steered for the coast of Peru on the following day.

But before giving "Ambrosia" his discharge, it is meet that our contempt for his incapacity, meanness, and misrepresentation be openly declared. These are "hard words, my masters," yet the phial is not exhausted, for in addition we have to brand the inhumanity of his disposition with our warmest ire; and let him who doubts the justice of our sentence read his jocular relation of the barbarous murders wantonly committed at Guahan by himself and his shipmates—an offence which will be found to be deeply aggravated by consulting the manuscript journal. Yet he concludes his narrative by boasting that he reached home in safety—"through the infinite mercy of God!"

We cannot pretend to follow these rovers *æquis passibus* with Dampier, and indeed the tenor of our essay precludes entering into many of the interesting details of his volumes; we shall therefore hasten onwards.

On the 2nd of October, while lying at the Isla Plata, Captain Swan, in the Cygnet, joined company. He had been fitted out by reputable

* With his usual inaccuracy, Cowley says, that this event took place "towards the middle of August"—both he and Dampier using the same style. He sought favour with his new commander by ascribing the discovery of the Galapagos to him, though both parties knew better. Eaton afterwards entered into the Royal Navy, became a Captain, and died commanding the Suadadoes, prize, of 40 guns, on the West India station, in November, 1698; which afforded Walter Scott a precedent for introducing Cleveland, the pirate, upon his Majesty's quarter-deck.

merchants of London, for a trading voyage, under a licence from the Lord High Admiral; but meeting with a company of Buccaneers, who had crossed the isthmus to seek a ship, his men compelled him to receive them on board, to which he yielded, in despair of being able to execute the purpose of his equipment, from the hostility with which the Spaniards treated him at Baldivia. To accommodate the ship for her new vocation, the finer goods with which she was laden were sold to every freebooter who would purchase, various bulky commodities were thrown overboard, and the iron bars were kept for ballast. In lieu of these sacrifices, it was agreed that ten shares of all booty should be set aside for the owners. Thus the Cygnet mounted sixteen guns, and bore 140 men; and Swan quickly proved himself as eager a rover as the best of them, not only in their martial undertakings, but in their habits of life. To encourage his men to eat their coarse fare, he "would commend it," says Dampier, "for extraordinary good food, comparing the seal to a roasted pig, the boobies to hens, and the penguins to ducks."

The 2nd of November, in the evening, they sent away 110 men to Paita. They landed at six o'clock on the following morning, about four miles to the southward of the town, and after a short struggle, without the loss of a single man, took possession of it; but they found it emptied both of money and goods, and devoid even of a meal of victuals, from precautions adopted by order of the Viceroy. For the ransom of the town they required a supply of provisions, which not being complied with, they set it on fire, and quitted the place. Their next attempt was upon Guayaquil, but in this they failed from mismanagement, and from disagreement among their leaders and followers; but they seized a bark with cloth, and three others laden with 1000 negroes, "all lusty young men and women." Selecting forty of these to perform the laborious work of their ships, they turned the remainder on shore.

It is matter of regret that mention was not made how so large a body of negroes had been collected together in those days. Dampier's idea on taking them was, to have gone to Santa Martha with the captives, there to employ them in working the gold mines. In the Indians he reckoned upon finding friends, as they mortally hated the Spaniards. For present sustenance they had the 200 tons of prize flour stored at the Galapagos—and he expresses a conviction that the place might have been maintained against every effort of the enemy. "There never was," he observes, "a greater opportunity put into the hands of men to enrich themselves than we had." The "golden dream" required more order and method than his companions were accustomed to; but however we may feel gratified on finding the proposal to employ slaves in the mines was not adopted, it is impossible to deny to Dampier the views of an enterprising, vigorous, and comprehensive mind.

The year 1685 opened by their intercepting a packet-boat, containing intelligence from the President of Panama, that the armada had arrived from old Spain, and desiring the Plate fleet to hasten its departure from Lima. This joyful intelligence determined them to run for the Pearl islands*, in order to intercept so precious a prize, although their force

* Dampier here makes an assertion which somewhat surprises us, inasmuch as we took some pearls out of a small vessel at Pacheca, the northern isle of that beautiful

consisted only of two ships, two small tenders, a fire-ship, and a prize; and they were, moreover, aware that the Spaniards were armed and fitted for the avowed purpose of not only defending themselves, but also clearing the South Sea of Buccaneers.

Having "jogged on with a gentle gale," they brought up at Taboga, a pretty islet in front of Panama, which is styled the garden of that city. Here an attempt to set their vessels on fire was made by Bond, the fellow mentioned as committing the outrage at the Canary Isles, and who was now in the Spanish service; but through vigilance and good fortune they escaped by cutting their cables. The following morning, while regaining their anchors, they were thrown into consternation at seeing a large fleet of canoes full of men advancing towards them. These proved to be Rovers, who had travelled over the Isthmus of Darien. There were 200 French, and 80 English, commanded by a Captain Grogniet. The Englishmen joined themselves to the Bachelor's Delight and the Cygnet, and the Frenchmen were ordered to man the prize. Shortly after this, another large party who had travelled over the same road were received on board, so that by a fortuitous train of incidents their force was augmented, in an hour of extreme need, to 960 men, in two ships mounting great guns, and eight smaller vessels with fire-arms.

For several weeks the freebooting squadron lay nearly opposite Panama, and Davis permitted his men to shoot, fish, hunt, or pillage among the isles, at *discretion*. At length, on the 28th of May, the Spanish fleet, upon which their whole attention had been concentrated, hove in sight. From precise information which they afterwards obtained from prisoners, it consisted of fourteen sail, besides several periagos, rowing with twelve or fourteen oars a-piece. Six sail were large ships; the Admiral, 48 guns, 450 men; the Vice-Admiral, 40 guns, 400 men; the Rear-Admiral, 36 guns, 360 men; a ship of 24 guns, and 300 men; another of 8 guns, 200 men; two large brûlots, six vessels with small arms, having 800 men, besides 200 or 300 in the row-boats. Such was the formidable array of that object for which the Rovers had so impatiently waited.

But this disparity did not daunt the courage of the gallant Davis, who, unacquainted with the fact of the Spanish Admiral having prudently landed the treasure before seeking the fight, resolved to acquire wealth and the dominion of the South Seas, by close combat and boarding. He therefore resolutely bore down upon the advancing foe, and exchanged broadsides till, night coming on, he forebore further engagement, as, from Swan not acting up to his orders, and Grogniet sheering off without coming into action at all, he was deprived of the support of his most able ships.

From an unpardonable neglect on the part of the Buccaneers, the Spaniards gained the weathergage in the night, by the simple stratagem of sending a false light to decoy their adversaries to leeward; the loss of which point was fatal to the method of attack proposed by Davis,

---

group, in August, 1807, which we were led to infer had been fished up there. "Why these are called Pearl Islands," says he, "I cannot imagine; for I did never see one pearl oyster about them." He found plenty of these oysters at Gorgona, and remarks that "the inside of the shell is more glorious than the pearl itself."

since it enabled the enemy to choose his own distance. Such being the case, all hopes of conquest vanished with the returning dawn, and the prospective pleasures of attained riches were totally superseded by the anxiety of self-preservation. The Spanish ships now became the assailants, steering for them under full sail. There was no alternative for the Rovers but to make off, and a running skirmish was maintained till the evening, when, having been chased completely round the bay of Panama, they anchored at the very place they had quitted in the morning. "Thus," sighs Dampier, "ended this day's work, and with it all that we had been projecting for five or six months; when, instead of making ourselves masters of the Spanish fleet and treasure, we were glad to escape them; and owed that, too, in a great measure, to their want of courage to pursue their advantage."

The dissatisfaction at this discomfiture broke out into reproachful recrimination among the Freebooters. Grogniet excused his conduct, declaring that his men would not let him engage; but this did not satisfy the others; he was consequently cashiered on their arrival at Quibo, for having "kept himself out of harm's way." Some were for taking away the ship which they had generously given him. At length he was suffered to keep it with his cowardly crew; but they were sent away to another place.

We should observe that a French account of this circumstance was published by Mons. Ravenau de Lussan, who retorts upon the English, not for deficiency of conduct or courage, but for the arrogance of their behaviour, and their indecent irreverance to the Catholics, as shown in hacking and mutilating the garniture of the Spanish churches, for diversion, and in firing their muskets and pistols at the images of the saints. All accounts, however, unite in acknowledging that Captain Davis brought the whole of his armament off in safety from so vastly superior a force, by his coolness, bravery, and good management.

The Buccaneers' hopes of enriching themselves by the Plate fleet having ended in smoke, and the dreams of the prodigious sea-traffic of these coasts being annihilated, they "resolved to try what the land would afford." Among other descents, it was planned to secure the port of Ria Lexa, and from thence march inland to assault Leon, a place described by an early English writer as the "Paradise of the Indies." On the 9th of August, Captain Davis, with 530 men, in 31 canoes, quitted the ship about eight leagues from the shore. In the course of the day and following night they encountered several of those heavy and sudden tornadoes, which in tropical climates give rise to the proverb, "Up wind up sea, down wind down sea."

Escaping from these dangerous squalls, which had nearly proved fatal to their expedition, they landed at daybreak, when Dampier being left with a party of sixty men to guard the canoes, the remainder marched for Leon in separate divisions; and at three in the afternoon, Captain Townley, who led the van with only eighty men, entered the city. He was briskly charged by about 200 cavalry, who all retreated on seeing two or three of their number fall; and this example was followed by 500 infantry, leaving quiet possession to Townley and his little band.

The other detachment soon after arrived. One of their party, a merry old man of eighty-four, whose name was Swan, and who had

served in Cromwell's army, had been compelled to remain on the road through fatigue. The valiant Spaniards discovered and surrounded him, but the veteran refused to take quarter and discharged his gun amongst them, keeping his pistol still charged, so they shot him dead from a distance.

Their endeavours to procure 300,000 pieces of eight, and as much provision as would subsist 1000 men for four months, as a ransom for the city, proving ineffectual, they set it on fire, and withdrew their men to Ria Lexa. In this unwholesome town, which "is never free from a noisome smell," they remained a week, when some of their destructive crew set fire to it likewise, so they embarked and left it burning.

After this expedition no object of enterprise occurred to the confederacy of sufficient magnitude to induce them to keep together in such large force; wherefore Captains Davis and Swan thought it meet to break off consortship; the former being resolved to revisit the coast of Peru, in quest of adventures; and the latter feeling inclined to go farther to the northward, previous to returning by a western course over the Pacific. The fraternity therefore parted company by general consent; and as Dampier, whose thirst of knowledge was insatiable, wished to obtain a more intimate cognizance of the Mexican shores, and was inclined to go to the East Indies, he determined to leave Davis, and accompany Captain Swan. It was not without regret that he parted from his old commander, from Lionel Wafer, and other friends, but he was not unknown to the crew of his new ship, and Basil Ringrose was still his messmate.

Captain Swan continued to cruise on the coast of Mexico, but without any occurrence of material importance till the 16th of February, 1686, when a descent was made upon Santa Pecaque, in order to procure provisions. Finding great plenty of maize, sugar, salt, and salt-fish at this place, Swan divided his men into two parties, one of which kept possession of the town, while the other was employed to carry the articles to the canoes, which was done turn-and-turn about, with the assistance of some horses. Having continued at this work for two days, they then learnt from a prisoner that 1000 men-at-arms were marching upon them from Santiago. On this the Captain wished his people to proceed altogether, in regular order, with what they could carry: but they refused to obey him till all the provisions were embarked, sneering at the idea of an enemy showing his face, and the "headstrong swearing they would fight the whole country." He was therefore obliged to yield, and suffer half the company to proceed as before; they had now fifty-four horses laden, which the Captain ordered to be tied one to another, and the men to go in two bodies, twenty-five before, and as many behind, but they chose to jog on after their own fashion. These mettlesome lads, however, had not gone a mile from Pecaque, when they were attacked by the Spaniards from an ambush, and were all slain on the spot. The report of guns being heard, Swan wished to march out immediately, but his insubordinate followers demurred, till a couple of saddled horses galloped into the town without riders, which was an additional symptom that all was not right. The Buccaneers then hastened forth, but came too late to succour their shipmates, finding the whole party lying dead, naked, and so mangled, that they could scarcely recognise a man. The survivors hardly exceeded the killed in numbers; and had they been opposed by

patriots, they would have been cured of their propensity to invasion, but the enemy made no further endeavour to molest them, having probably paid dear for their victory. The loss in this disastrous affair was fifty-four Englishmen and nine blacks;* and among the slain was Dampier's worthy friend Ringrose, the author of the principal division of that well-known work, "The Buccaneers of America." "He was," says Dampier, "at this time cape-merchant, or supercargo of Captain Swan's ship. He had no mind to this voyage; but was necessitated to engage in it or starve."

We must here admit that, though the main facts of this voyage are equally preserved in the published and manuscript narratives, the descriptive portions are, in several cases expanded in the print, and the differences, where they appear, may be attributed to a re-consideration of the subject. To the same motive must be ascribed the omission of several minor incidents; and there is an anecdote suppressed in the account of the loss at Santa Pecaque, which affords so characteristic a trait of the superstition then prevalent, that we venture to draw it forth. Our author informs us that his commander "had been warned by his astrologer of the great danger they were in, whose advice Captain Swan always took;" and, he adds, that many of the men who landed foreboded their misfortune, because "they heard, as they lay down in the church in the night, grievous grownings which hindered them from sleeping." Indeed Dampier's shipmates seem to have been imbued with no small portion of that spiritual nervousness for which seamen were then remarkable. Wafer has given several instances of the credulity of his companions, and lets out enough to prove that he himself had a tinge that way, although he was vexed when the sailors threw a corps overboard which he wished to keep, because "the compass would not traverse right whilst there was a dead body on board." Nor was it preternatural occurrences only that influenced their prejudices, for Cowley records that, when the Bachelor's Delight was rounding the Horn, they got into a pretty scrape from mere gossiping. "We came abreast of Cape Horn," says he, "on the 14th of February, where, we chusing of Valentines, and discoursing of the intrigues of women, there arose a prodigious storm, which did continue till the last day of the month, driving us into the latitude of 60 degrees and 30 minutes south; which is further than any ship hath sailed before south; so that we concluded the discoursing of women at sea was very unlucky, and occasioned the storm." We may add, that the *genus* has not yet got quite rid of

> "Monstrous fancies, fit for skull
> That's empty, when the moon's at full."

The disheartening misfortune at Santa Pecaque determined Swan to quit the coast with his diminished company; he therefore sailed with the intention of gaining the South Cape of California, there to clean his ship for her lengthy voyage across the Pacific, but adverse winds drove him to the desolate isles of Tres Marias, where they found guanoes, rabbits, pigeons, turtle, seal, and fish. Having careened, and divided the stock of provisions between the ship and her tender, they sailed to the

* These numbers are from the manuscript journal, p. [illegible] pier has written,—"Wee lost this morning fifty-four Englishm[illegible]n, and amongst them the ingenious Mr. Ringrose whas there sla[illegible]ped."

mainland for water, leaving their prisoners behind them. This might have been necessary had they been standing at once for the East Indies, on account of the shortness of their victuals, but, as they were going over to the coast of Mexico, it seems to have been a vindictive return for the massacre at Santa Pecaque.

While they lay here, the scheme for returning by the great western route was unfolded to the crew, but some were so ignorant as to deem it impracticable, and others more reasonably dreaded being starved in the attempt. The eloquence of Captain Swan, and other of the officers, who softened down all the difficulties, triumphed, however, over every objection, and the science of Dampier was mainly instrumental in casting the die; for though—perhaps from a cautious desire not to be deemed to have been too influential among marauders—he obtrudes himself very seldom, it is evident that he was much looked up to, and the manuscript in stating this occurrence says,—" my advice and council was ever accepted by the company." Nor was this esteem without reason, for in the discussions which arose about the homeward voyage, he was led into speculations upon the north-east and north-west passages, which display acuteness and ability, and place him in advance of his age as a navigator.*

On the 31st of March, 1686, the bold adventurers started from the American coast to traverse the vast, and then imperfectly known, Pacific Ocean. On the passage they endured the greatest privations, the kettle being boiled but once a-day, whence, as our author observes, " there was no occasion to call the men to victuals." At length, after a run of fifty days, when the people were half-starved and mutinous, they opportunely made Guahan, one of the Ladrone islands. " And well it was for us," says Dampier, " that we got sight of it before our provision was spent, for, as I was afterwards informed, the men had contrived, first, to kill Captain Swan and eat him, and after him all of us who were accessory in promoting the undertaking of this voyage. This made Captain Swan say to me after our arrival,—' Ah! Dampier, you would have made them but a poor meal!' For I was as lean as the Captain was lusty and fleshy."

A friendly intercourse was soon established, and continued to be kept up between Swan and the Spanish Governor, notwithstanding the latter was well aware of the profession of his visitors, he being as little able to withstand an attack as the ships, under existing circumstances, were little inclined to make one. While a brisk trade was going on between the Cygnet and the shore, and provisions and refreshments were being procured in abundance, the Acapulco galleon arrived in sight of the island, and would probably have been captured, but for the Governor giving her timely advice of the danger, by means of a flying proa, when she immediately stood to the southward, where, in the eagerness of flight, she struck on a reef, and remained for three days. But that the Buccaneers would have sallied out to the attack, whatever might be the force of their opponent, there can be no ques-

* Dampier was effectually cured of a dropsical complaint at Maria Island, with which he had been troubled for some time: he was immersed, all but the head, in the hot sand, for nearly half an hour; he was then taken out and laid to perspire in a tent. We have since seen this " sand bath" tried upon scorbutic patients, and with some efficacy, on the beach of St. Mary's isle at Madagascar, where, as Dampier has it,—they "did sweat exceedingly" while in the sand.

tion, since, on hearing from the natives a report about her, they "were in a heat" for the meeting. Indeed, the hardy bravery of these men is beyond dispute, and would have convinced Hevelius himself of the fallacy of his notions, who, in the vanity of a metaphysician, pronounces that "he who fears nothing will do nothing contrary to his inclination; it is in quality of cowards that troops are brave." Nor were the more kindly qualities of the heart wanting in them, which was not evinced only in the attention constantly paid to the safety of even the meanest individual of their company, but also in the various other relations of life. Thus, in the Cygnet, during the height of their privations, two dogs and two cats, which were on board, had a daily portion of the scant food allowed them; and when Swan, in return for the Governor's civilities, presented him with an English dog, it was "much against the grain" of his men, who had a strong regard for the companion of their toils.

Our observant navigator enters into a very interesting and accurate account of Guahan and its productions, rendering due praise to the ingenuity of the natives; and here, for the first time, a description is given of the bread-fruit tree—an object since so celebrated by the voyagers of the Pacific, and from its having been benevolently communicated to the Antæci of its native country.

After a sojourn of twelve days, the Cygnet and her tender shaped a course for the Philippine Islands, among which they arrived on the 21st of June, but where, is a matter of doubt. Though the facts are all clearly detailed, there is a geographical obscurity in this portion of the narrative which cannot now be well accounted for, the published and manuscript journals being at variance as to the latitude of the land-fall they made. In the first we are told, they anchored between St. John's and Mindanao, in 7° 40′ north; and in the latter, that they brought up "in a bay which lyeth in six degrees north." This may have been owing to inadvertence or correction, but Dampier has left no data by which the point may be decided, and his St. John's is still a debatable subject:—

"Neque semper arcum tendit Apollo."

As the Buccaneers were impatient to exchange their wealth for enjoyment, they at once entered into familiar intercourse with the natives of Mindanao, who, on their part, behaved in the most friendly manner, and were much disappointed when they found that our adventurers did not mean to settle in their island. Dampier regretted that they did not comply with the wishes of the inhabitants; for, by settling among them, they not only would have benefitted themselves, but might have proved of public importance to the nation, by introducing an English colony among the Spice Islands. "We had," says he, "sawyers, carpenters, joiners, brickmakers, bricklayers, shoemakers, tailors, &c. We were very well provided with iron, lead, and all sorts of tools, as saws, axes, hammers, &c." They had, also, plenty of ammunition and small arms, and could have animated a fort with guns from the ship; besides which, their men were enterprising, and seasoned to vicissitude of climate. But though they declined to colonize, the place had so many attractions, that Captain Swan and many others lived constantly ashore, and those who had preserved their portion of plunder had an opportunity of disposing of it very speedily, which they did not fail to take advantage of, rioting away with their comrades and *pagallies* as [illegible] means held out. "Many of our squires," says Dampi[illegible] long

time eased of the trouble of counting their money. This created a division of the crew into two parties; that is to say, of those who had money, and those who had none." The latter, it seems, grew drunken and quarrelsome, and insisted upon going to sea, while the others were resolved to stay there. Sixteen of the men fell victims to their intemperance, or the jealousy of the natives,* and most of them, it is asserted, died by poison: "nor did our men," continues Dampier, "want for giving offence, either by rogueries, or by familiarities with their women, even before their husbands' faces." Besides their prodigal squanderings, they were tricked and cheated by the natives of all ranks; yet they had received a warning of prudence in a letter left there by a Captain Goodlud, addressed to any Englishman who might happen to touch there, which concluded with the emphatic exhortation,—"Trust none of them, for they are all thieves; but *tace* is Latin for a candle."

From such licentiousness, and the turbulence of the discontented, "all for want of action," it is no wonder that the confederacy was dissolved by mutiny, especially as the commander, among some excellent qualities, was found to be a man of irresolution, bad temper, and "small courage." It happened that while Swan was ashore, some of his people accidentally obtained a sight of his private journal, and finding there the misconduct of several individuals noted down for an after-process, they seized the ship, and quitted the place on the 14th of January, 1687, leaving the Captain and forty-four others of the crew behind them. The first intimation that Swan had of his abandonment was the gun which announced the Cygnet's being under way, when his irritation and grief may be imagined; he, however, accommodated himself to circumstances, and accompanied Raja Lant in his wars; but was afterwards murdered by the natives. The fatal journal was sent to England; and in losing sight of the writer, we may observe that, though stained with faults, he deplored the mode of life which he had fallen into. "No prince on earth," said he to Dampier, "is able to wipe off the stain of such actions."

Dampier positively denies all previous knowledge of the plot, and indeed, some months afterwards, he earnestly endeavoured to persuade his associates to return to their true commander, but ineffectually, though he found half the ship's company very willing to do it. He therefore continued with the mutineers, roving from place to place, between New Holland and China, as their random necessities prompted them; sometimes rioting in luxuries, at others subsisting on a small portion of rice, and nearly reduced to a state of starvation; in all which vicissitudes the inquiries of our zealous navigator were continued with ardent constancy. "I was well enough satisfied," he says, "knowing that the further we went, the more knowledge and experience I should get, which was the main thing that I regarded." This was well enough for a time, but the "mad crew," as he styles them, became so unruly and capricious, that he devised various schemes to quit the vessel, being "fully resolved to take the first opportunity of giving them the slip." From the vigilance of the new captain, who was fearful of any one getting away who could inform against him, he was unable to effect his

* Dampier, in common with many authorities, both ancient and modern, believes in the administering of slow and lingering poisons. We have arguments "by platoons" against the possibility of the practice, but this is not the place to discuss it.

purpose till they had cruised in this manner for nearly seventeen months, when, after considerable altercation, he was beached at the Isle of Nicobar, in company with two Englishmen and five prisoners, on the 6th of May, 1688.

They were landed on a fine moonlight night, but did not enjoy their "new-gotten liberty" till they saw the Cygnet make off under all sail, when they retired to rest. They reposed great confidence in the natives, it being Dampier's opinion that kindness and prudence will do everything among savages, and a stranger, he thinks, may insinuate himself among them by any amusing action, even to striking fire with a flint and steel. His next object was to get away from the island—a feat which the Captain who landed him deemed impracticable. But he knew not his man; a canoe about the size of a London wherry was purchased for an axe, which one of the seamen who rowed them ashore had stolen and considerately left among the chattels; and mellory, a sort of bread-fruit, was obtained for rags and slips of cloth.*

In their small and fragile vessel the whole eight exiles embarked, but were almost immediately capsized, and, though no lives were lost, their goods got damaged, and the journals and drafts were so soaked, that they were obliged to stay there three days drying them at great fires. On the 15th they finally left Nicobar Island, with no other guide or means than the experience of Dampier, his pocket-compass, and some hydrographical notes, which he had entered into his pocket-book. Mr. Hall, who was one of the party, must, however, be mentioned as an "artist," since he kept a journal, and could shoot the sun.

On the 18th of May the appearance of the sky was alarming. About noon, the sun, which before had shone out with great clearness and brilliancy, became obscured; a large circle, five or six times its diameter, appeared round it. On this prognostication of foul weather, Dampier became alarmed, but kept his fears to himself. In a short time his apprehensions were verified; the wind and sea rose and pressed them sorely, while thunder, lightning, and rain, combined to render the night the most doleful one he ever experienced.

In his earnest and pathetic account of that fearful storm, he says:—"I had been in many imminent dangers before now, but the worst of them all was but a play-game in comparison with this. I must confess that I was in great conflicts of mind at this time. Other dangers came not upon me with such a leisurely and dreadful solemnity. A sudden skirmish or engagement, or so, was nothing when one's blood was up, and pushed forwards with eager expectations. But here I had a lingering view of approaching death, and little or no hopes of escaping it; and I must confess that my courage, which I had hitherto kept up, failed me here; and I made very sad reflections on my former life, and looked back with horror and detestation on actions which before I disliked, but I now trembled at the remembrance of. I had long before this repented me of that roving course of life, but never with such a concern as now."

The tempest at length abated, and the egg-shell of a boat reached Sumatra; but the whole party were in such a state of exhaustion from their hardships and fatigue that they were unable to manage it without

* From the relation of an ignorant Swedish sailor respecting the strip of cloth worn by those islanders, Linnæus was led into the ludicrous error of asserting, that there existed here a race of men with tails.

assistance. In this state, our author says—"I found my fever increase, and my head so distempered, that I could scarce stand, therefore I whetted and sharpened my pen-knife, in order to let myself blood; but I could not, for my knife was too blunt."

Two of the party sunk under their sufferings, and the rest were conveyed, by the friendly Malays among whom they had fallen, to Acheen, where Dampier thought to end his wanderings in the grave. But his constitution rallied; and with returning strength he made various voyages to Tonquin, Malacca, Madras, and other places, and whether in sickness or in health assiduously continued to acquire knowledge and keep up his journals. After escaping many dangers, he at length arrived at Bencoolen, where he was well received, and appointed master-gunner of the fort there. Still, however, he continued uneasy, anxiously waiting for an opportunity to return to England, which at last he happily effected, though much against the will of the tyrannical Governor, by creeping through an embrasure, and getting on board the Defence, an Indiaman, on the 2nd of January, 1691, abandoning all his property, save his manuscripts.

The risks and difficulties which he had so long encountered did not cease after this stroke of good fortune. They had not been long at sea before a dreadful disorder broke out among the ship's company, probably occasioned by the unwholesome water that was imprudently taken on board at Bencoolen, added to the condition of their provisions, which were almost spoiled, the vessel having been out three years. Most of the men were attacked, and thirty of them died. Such, however, were the exertions of Captain Heath, the Commander, that, in spite of these distresses, the ship was carried safely into Table Bay, in the month of April, though there were scarcely hands enough to work her. Here they remained till the sick were tolerably well recovered, and the place of those who had unhappily "pyked off" was supplied by Dutchmen, who entered by stealth; when the Defence sailed from the Cape of Good Hope, and, after touching at St. Helena, arrived in the Downs without meeting with any remarkable occurrence, on the 16th of September, 1691.

Thus our navigator returned from a long and eventful voyage in safety; but as Fortune had not raised her bandage in his favour, he arrived in his native country almost penniless, after an absence of twelve years and a half. He had brought with him an Indian Prince, named Jeoly, who was very curiously tatooed, or, as he styles it, painted. This young man was the son of a chief of a group of isles to the east of the Philippines, but who, together with his mother, had passed through several hands as slaves, and fell at last into those of one Moody, a Madras merchant, who gave Dampier a half share in them, and left them entirely at his disposal. Soon after they came into his possession, both the captives fell ill, and though he treated them as attentively as if they had been his brother and sister, the mother died. Our enterprising hero proposed no small advantage to himself in the possession of his "amiable savage," both in exhibiting for money the first tatooed person who had been brought to Europe, and then returning with him to his native isles, there to establish a factory and open a trade. But Dampier's untoward circumstances obliged him almost immediately to sell his share of this strange property; and as for the poor Painted Prince, he was doomed never again to visit Meangis, for, after being carried about some time as a show, he died at Oxford.

Dampier has not recorded how he spent the seven years which elapsed between his return to England and his departure on fresh adventures, so that we presume him to have been principally at home. His first occupation was the compiling and publication of his "Voyage round the World," and afterwards of a supplement, entitled "Voyages and Descriptions," to which was appended an elaborate discourse on Meteorology. The first volume was dedicated to C. Montague, Esq., the President of the Royal Society, with whom it does not appear that he had any previous acquaintance; the second was addressed to Lord Orford, then First Lord of the Admiralty, to whom he had been recommended by Mr. Montague. The intrinsic merits of his work, the charm of the narrative, and the unostentatious yet strongly perspicuous style, were at once acknowledged by the public; and it, moreover, probably brought him under the notice of Government, since we find him entered into the Royal Navy, and appointed Commander of the Roebuck, of twelve guns and fifty men, by commission dated the 26th of July, 1698.

Dampier was now to undertake a voyage of discovery; and it is not a little creditable to King William that he should have ordered an expedition expressly for the acquisition of knowledge, and without a prospect of other immediate advantage. A principal object was exploring the vicinity of New Holland, an immense space which had not long been discovered, and was the source of much ingenious speculation and conjecture. The means, however, were very deficient to the desired end, for the vessel was not only old and unfit for a long perilous undertaking, but she was also disgracefully equipped; her crew were neither bold, experienced, nor well conducted, and the officers were careless and inefficient: moreover, they were unaccustomed to distant voyages, only two of them having ever crossed the line before, and became discontented and refractory at the duration of the passage.

Being victualled and stored for a twenty months' voyage, the Roebuck sailed from the Downs, with a fair wind, on the 14th of January, 1699. She proceeded by Teneriffe and Brazil to the Cape of Good Hope, and from thence to New Holland, where considerable progress was made in exploring its coasts. Captain Dampier's zeal for fulfilling his instructions was soon thwarted, being compelled to bear away for the island of Timor, in consequence of his people being terribly affected with the scurvy. Having recruited the crew, and careened his ship, he left Timor, and arrived off New Guinea on the 1st of January, 1700. Here he made a considerable number of discoveries, particularly of a large island which he called New Britain; and on the strait between it and New Guinea his own name has since been deservedly bestowed. He intended to have examined these tracts thoroughly, but was prevented by the foul and inefficient state of his ship, the fewness of his home-sick crew, and the danger of continuing, in these circumstances, among unknown rocks and shoals during the eastern monsoon, which was approaching. He therefore resolved to direct his course for Batavia, where he arrived on the 3rd of July, and supported the dignity of his mission by making the Fleet-frigat, the only English vessel found in the roads, strike the pendant which she was presumptuously wearing.

ROMAN ROADS.

No. II.

In our Number for January, 1836, it was stated that a resolution had been taken by the authorities of the Royal Military College at Sandhurst to combine, with the professional surveys executed by the Officers studying in the senior department of that institution, a series of researches tending to the discovery of such traces of the Roman roads as may still exist within the limits of the ground allotted for the topographical operations, in order that the labour of the duty might be relieved by the interest which a subject connected with the early history and antiquities of the country cannot fail to inspire. In the Number above mentioned we described the actual condition of that part of the Imperial Way which lies between Staines and Silchester; and we purpose now to give a brief account of the operations carried on during the past summer in pursuance of the above object.

On referring to our former article, it will be seen that a remarkable bend takes place in the line of road at Duke's Hill near Bagshot. This circumstance gave rise to an opinion that two roads here intersected each other; and it was supposed that the part leading from Silchester to this place continued eastward in the same direction, crossing a tract of heath land, till lately quite uncultivated, and passing close to the right bank of the Thames at a bend near Chertsey. The diligence of the surveying party employed in this direction was not, however, rewarded with success; though the known fact that gold coins have been discovered at Chobham, by indicating that some considerable edifice once existed at or near the spot, and the ancient entrenchment whose remains are yet visible on St. George's Hill, in the same line, must be considered as affording considerable evidence in favour of the opinion.

That the line of road from Staines to Duke's Hill, continued from thence in the same direction, towards Farnham, may be with reason inferred, though the ground between Bagshot and that town has been so often assigned to the students as the object of their trial surveys, in none of which has any discovery been made, that no chance remains of being able now to trace the course of the road through this district. It appears, however, that in Stukeley's time some remains of the road were visible; and it may not be uninteresting if we collect in this place the scattered notices of that zealous antiquary concerning the course of the Roman road between London and Farnham.

Commencing at London, we find that the road, in its course from the eastern side of our island, coincided with that which still retains the name of Old Street on the northern side of the city; that it afterwards took the direction of Oxford Street; and crossing the Watling Street at Tyburn, it proceeded along the Acton Road, as far as Camden House, at the back of Kensington. From thence it is said to have continued in the same direction; and, after crossing a brook at what is still called Stanford Bridge, it fell, at Turnham Green, into the present high road, with which it is supposed to be coincident from thence to Staines. It

may be observed that a portion was, in 1785, discovered on Hounslow Heath, by General Roy, and that the whole of the road, thus traced from Tyburn to Staines, is in one right line.

After it has crossed the Thames at Staines, Dr. Stukeley observes that it passes forward, still in a straight line, through gardens and yards into corn fields, and at last degenerates into a footpath towards Thorp Lea in the way to Farnham; the modern road deviating from it, and passing through Egham. [Iter. VII.] The line of road from Staines, thus indicated, is evidently that which was surveyed last year between Staines and Bagshot. It does not appear that Dr. Stukeley pursued it any further in this direction. He states, however, that on the eastern side of Farnham a road from Winchester divides into two branches, one of which proceeds towards Guilford and Dorking, where it meets the Stane Street coming from Chichester, and the other to Staines. The latter he prosecuted as far as Farnborough, which he conceives to be a station or camp to secure the road over this "wild district." He acknowledges that it would be difficult to trace the road any farther in this direction, on account of the sandy nature of the ground; but he observes that, about sixteen years before his time, an urn with Roman coins was found at Frimley, which is also in the line through Farnham, Bagshot, and Staines.

These circumstances leave no doubt of the fact that the road from Staines to Duke's Hill, near Bagshot, was continued in the same direction to Farnham and Winchester; and it is easy to perceive that, after crossing Bagshot Park, and the present road from London to Salisbury, near the Golden Farmer, it must have, in part, coincided with that which proceeds from thence through Frimley and Farnham. The tessellated pavement and other antiquities which have been discovered at Crondall, near the latter place, prove that this part of Hampshire must have been a place of residence for wealthy persons; and the great entrenchment which crowns the heights indicates that the place must have been a strong military position.

The branch which, at Duke's Hill, diverged from the Farnham road and proceeded to Silchester, was described in our former article; and, in continuation of the researches along the line of road towards Bath, the five officers* to whom the ground was appointed surveyed the country from Silchester to Hungerford, to the extent of about four miles in breadth, including the Vale of the Kennet, the grounds beyond the present road from London to Bath on the north, and those between the Kennet and Emborne on the south. The officers were in particular requested to ascertain if about Silchester any remains exist of that part of the Ikenild-street which lay between Dorchester, in Oxfordshire, and Winchester; and one of the party, Lieut. (now Capt.) O'Halloran, was so fortunate as to obtain an introduction to Mr. Congreve, the proprietor of Aldermaston Park, who obligingly directed him to a spot in one of his fir plantations, where, twenty-five or thirty years since, some traces —faint indeed—had been observed.

This was in a line between Silchester and Ufton church, in the place

* Vide Account of the Public Examinations at the Royal Military College, in our Number for December, 1836.

where that line is intersected by the present road from Round-Oak to Four-Houses. After clearing the ground as much as possible, he had the satisfaction to find that the road was still distinguishable, by the trench on each side, to the extent of about 800 yards, beyond which it was lost in a marsh; and by trigonometrical operations the direction southwards was found to be in a line passing through what is called the North Gate of Silchester. In the opposite direction, no further indications could be found between the spot before mentioned and Ufton church. In front of this church a track, about 500 yards in length, was observed, similar to the former, but more faintly marked, and almost wholly covered with underwood. Its direction, moreover, did not exactly coincide with that of the part first discovered; but the angle formed by the directions of the produced lines being only about ten degrees, it can scarcely be doubted that both were portions of the same road. An old labourer, who from his infancy had lived at Four-Houses, also stated that within his recollection there existed a road which was covered with green sward, and known to the country people by the name of the "Broad Road," extending from Bramsley, about four miles south of Silchester, in a straight line to the latter place. The direction of this line being identical with that of the portion first mentioned above, it may reasonably be concluded that this part of the Ikenild-street passed through Silchester in the line thus determined. It is probable, therefore, that in coming from Winchester by the present road through Basingstoke the said street diverged from that road at Kempshot turnpike, near Basingstoke, supposed by Mr. Long to be Vindomis; then, crossing the road from the latter place to Whitchurch, near Worting, and passing between the intrenchments at Winklebury and Rook's-Down, it continued as far Sherborne; from thence it passed over Latchmore-green, near Bramsley, and entered Silchester on the southern side; afterwards, passing northwards through Ufton, it crossed the Kennet, and, continuing in the same direction, it followed the present road to Pangbourn, where it either crossed the Thames and proceeded in a straight line to Dorchester, or, keeping along the right bank, it passed through Streatley to Wallingford.

It appears from the evidence of the country people that thirty or forty years since there existed a road, covered also with green sward, which ran in a line from Round-Oak to Four-Houses; that is, nearly in a N. E. direction; and the peasant before mentioned pointed out another portion which passed nearly in the same direction over Burghfield Common towards Reading. The present road from Silchester must have been laid upon this last portion; for in some places the trench of the old road appears on each side several feet beyond the edge of the modern one. Now, if these portions were produced towards the S.W., the line of their direction would pass over Silchester Common, near that which is called the "Imp Stone,"—a rude block standing on the heath about two miles due west of that town, and supposed by Dr. Stukeley to be a mile-stone. It receives its name from the three letters, IMP, which have been cut on it, and which are imagined to denote the word "Imperator."

It was near this spot that Dr. Stukeley, on leaving Silchester to proceed westward, crossed a great Roman road, which he says is called "Long Bank," and which continued, he was informed, to Reading.

It may therefore be concluded that the portions above mentioned are traces of this road. Dr. Stukeley supposes that it came from Winchester; but this is scarcely probable, since the Ikenild-street would have afforded a more direct communication, and since the line of its direction coincides very nearly with that of the Port-way, which is well known to exist between Foss-Cottage, near Ewhurst, and Andover; and we may rather consider that the Port-way, passing on the west and north of Silchester, was continued in this direction to Reading.

The surveying party, while in the neighbourhood of Silchester, was not so fortunate as to succeed in their attempts to discover any traces of the "imperial road" between that place and Newbury. Dr. Stukely, in Iter. VII., abruptly breaks off his description at the "Imp Stone;" and in Iter. IV., when observing that a Roman road proceeds from Newbury, or Spinæ, westward through Marlborough, he only mentions his belief that it comes from Silchester to the former place; probably, therefore, its precise course between those towns was, even then, quite unknown. It will not be difficult, however, to form a reasonable opinion concerning that course; for the "Imp Stone" itself is an indication that the rectilinear direction of the road from Bagshot was preserved, at least, as far as between two and three miles westward of Silchester; and Lieutenant Wheeler, one of the party, obtained at Newbury the important information that, in digging the ground on the north-east side of the town for the foundations of the houses in Shaw-crescent, which is situated between the village of that name and the London road, the workmen encountered a firmly-compacted bed of gravel and flint which constituted the substratum of an ancient road; it appears that they did not pursue it further than was necessary for the purposes of their building, but this was sufficient to show that it tended towards the south-east, and consequently, in the direction which the Roman road from Silchester may have taken. We may, therefore, presume that this road continued from Silchester, westward, over Brimpton Common, among the tumuli which yet remain there, as far as Combe Wood, when turning to the north-west it crossed Crookham Heath and the vale of the Kennet, after which it coincided nearly with the present London road, at the entrance of the latter into the crescent where the remains were discovered.

If this were not the course, it would be necessary to suppose, either that the road continued in the rectilinear direction from Silchester Common, along the right bank of the Emborne as far as Newtown, where it would have fallen into the Roman road running northwards from Winchester to Newbury; or that it turned at the "Imp Stone" from the western to the northern direction; that it crossed the Kennet above Aldermaston; then, again turning westward, followed the present Bath road through Newbury. On both these suppositions the changes of direction would have been very abrupt, which is contrary to the general character of the Roman roads between two stations; and no cause could be assigned for the existence of the portion discovered at Shaw, with the direction of which these lines of road are incompatible.

Since the line above supposed crosses the vale of the Kennet, which, in the time of the Romans, must have been a morass, it is necessary also to suppose that the road there was raised on an embankment; and it may be objected that this must have rendered the labour of construction very considerable, but it is well known that such causeways were frequently formed by that people to serve as roads where the ground

would otherwise have been impassable; and it is to be observed that, in this direction, the valley is not more than half a mile in breadth.

Judging from the number of intrenched camps whose remains yet exist on the heights between Newbury, Silchester, Wallingford, and Wantage, that district must, while the Romans occupied the country, have required numerous bodies of troops to keep it in subjection. And on the ground about Newbury several of the Roman roads are now known to have crossed each other. A little westward of the present town, in the garden of Mr. Wyld, are some faint indications of an increnchment on an eminence which commanded the country; and close under it are the few houses which constitute the village of Church Speen. Below this intrenchment a small quantity of Roman pottery and some coins have been discovered, and in 1825 a workman, while cutting peat, found, within 20 yards of the Kennet, and 7 feet under the surface, a spear-head 7 inches long. The distances of this place from Silchester (Calleva), and from Marlborough (Cunetio), leave no doubt that it must have been the site of the ancient Spinæ, once, perhaps, a considerable place, but which has almost ceased to exist, in consequence of the rise of Newbury. The latter, probably, derived its name from its more recent construction, and the designation of the other (the thorns) is indicative of the nature of the country; it may also be observed that, from the latter circumstance, or from some appropriation of the soil to the inhabitants of Spinæ, the northern part of Newbury is still denominated Spineham Lands.

The probable direction of the Roman road from Silchester to this place has been already designated. Now, in 1834, when North Brook-street, in Newbury, was macadamised, it was discovered, by the nature of the substratum, that this street lay precisely on the site of an ancient road; and, as the street tends from the bridge exactly northwards, it is evident that the direction of the road coincided with that part of the Ermyn-street which led to this place from Winchester, after passsing through Whitchurch and crossing the Port-way near the intrenchment at Egbury, the supposed capital of the Segontiaci. The road appears, in its progress northwards, to have continued in this direction from Newbury, and to have passed near Abingdon and Oxford, where it constituted part of the Akeman-street, which, from thence, went to York. It is crossed by the line of the Ridge-way, or Ickleton-street, which comes from Reading, through Pangbourn, and passes through Abury, along the Vale of the White Horse. At Beedon and Stanmore a branch, still called the "Old Street Way," diverged from it, and proceeded to Wantage, in the direction of a right line from Silchester to the latter town,—a circumstance which affords some ground for the opinion that a road from Silchester led directly to Wantage. Be this as it may, we find that, from the upper end of North Brook-street, in Newbury, the Ermyn-street was carried over the high ground in a direction nearly north-west through Stockcross, along what is now called the upper Baydon road, and, passing through Cricklade, terminated at Cirencester.

From the same spot, on the north of Newbury, the remains of a Roman road, now called Long Lane, proceed towards the N.E. along the foot of the heights on which is the circular intrenchment called Grimsbury Castle. This line, if produced, would meet the Thames at Streatley (so called, perhaps, because it is situated on an ancient

street); and the road is that which Stukeley mentions as part of the Icening or Ikenild-street, coming from Woodcot, passing through Goring (on the left bank of the Thames, and opposite to Streatley), and then through Newbury; from which town it proceeded southward, by the part of the Ermyn-street before mentioned, to Winchester, or, by the Port-way, to Old Sarum,

The station at Streatley is probably that which is, by Richard of Cirencester in the Eighteenth Iter (from York to Southampton), designated only as on the Thames: its distance from Dorchester, in Oxfordshire, is stated in the Iter to be six miles; and if we reckon from the great intrenched camp on Sinodun Hill, which is on the right bank of the Thames, opposite to Dorchester, the distance to Streatley will be less than seven miles—a difference which will not be thought considerable when we recollect the uncertainty of the ancient itinerary distances between the stations.

With respect to the direction of the Imperial Road on leaving Newbury and proceeding towards Bath, from the information obtained by Captain Gordon, which has since been confirmed by the researches of Lieutenants Symonds and Ready, it appears to have coincided with that part of the Cirencester road which is between Church Speen and Benham-Buslot, an extent of about three miles. From this last place it diverged westward; and, in a lane near Hoe-Benham workhouse, there was discovered a portion of the substratum, consisting of a close pavement, about one foot thick, of large flints: similar portions were found in a path leading from Elcot to Wickham, at Clapton's Farm, and at Winding-Wood in the same direction. Quantities of the stones have been removed from these spots to Barton Court, the seat of Captain Dundas, and to West Park, the seat of Mr. Bacon, where a wall has been built with them. Plain traces of the road again occur at Radley Farm, and from thence it tends to Stibbs' Copse. In the valley between the latter and Heathanger Copse no traces of the road now remain, but its former existence here is preserved in the memories of the country people. Continuing in the same direction through Oaken Copse, Lieut. Ready fell in with a portion of the road, extending about 700 yards in length, the substratum of which is nearly entire: from thence he followed it to the place where the line crosses the present Oxford road, about 400 yards from the Kennet. Here all traces are lost, but, according to tradition, the ancient road ran nearly parallel to the river, and at length crossed it opposite the eastern extremity of the narrow ridge of ground which extends between Littlecot and Marlborough.

The tessellated pavements which were discovered a few years since at the former place, and at Rudge, are indications that the road passed over the said line of elevated ground, which commands the country to a considerable distance northwards and southwards. Its course is through Folly Farm, and from thence it proceeded westwards, according to Stukeley, through the present street of Marlborough. At Folly Farm the ancient roads from Winchester and Salisbury crossed each other; and the last has been traced to a station n[illegible] on the road from Spinæ to Cirencester.

The researches are here necessarily [illegible] season: but it is hoped that the operations of the p[illegible] quite to Bath, by which the inv[illegible] on will be completed.

A RUN TO CALAIS.

BY THE MID.

At half-past twelve A.M., Sunday (gentle breezes south-west, the moon sailing through a mackerel sky), slipped my moorings, and made sail in sedan cab, with a cherub aloft right before it, down Oxford-street and Holborn, nine knots; brought up at the Custom-house stairs, and was instantly boarded by land pirates in search of a fellow's kit—took mine under my fin, and stepped into a regular river shark's wherry, to go on board the William Joliffe steamer off the stairs.

I was put up to these 'long-shore pirates, seeing them brought up all standing before the Lord Mayor so often for cheating and imposition, but it still goes on,—fare aboard threepence, but not content with a shilling, and hove out a deal of bilge-water because he couldn't do me out of two. The mate on board told me, if I had embarked at the lower stairs, east of the Custom-house, instead of the first I came to (where they always rush out on passengers to decoy them), I should have been put aboard with more civility and less gammon. Most of the passengers under hatches, on their beam ends; two or three on deck looking at the bright moon.

Our nights as clear in London as anywhere; no smoke nor fog neither in summer. I sat awhile on the break of the quarter-deck enjoying the balmy south-wester, and then turned in all standing, for an hour or two, but couldn't sleep much for the rumbling noise of getting the steam on; either the safety-valve creates this noise and slight tremulous motion, or the fire, or something which I did not find out: every now and then it stopped,—I kept thinking of the blow-up lately at Hull! but there is no danger, except, as in that case, from extreme carelessness of the engineer.

It is a curious fact that in most of our boats the after-cabin for the ladies is not near so comfortable as the men's, nor such good berths for stowing themselves out of the way in (sleep out of the question); so that, as in the Joliffe, their cabin floor is covered by them and their children, as well as the lockers, where they can lay down, but they are inconveniently crowded. The stewardess, a great strong craft, very active and obliging, however; and with very smooth water, and no wind, all does well enough.

The opposition of the Calais and Boulogne steamers has sensibly ceased; the five shillings from the Tower over, hardly paid for their coals. They have now, after a twelvemonth's patriotic obstinacy to get the better of each other, coalesced, and pitched on the moderate medium of 12*s.* in the chief, and 8*s.* in the fore cabin. This price repels a very few, and encourages many; so that, by my reckoning, they will gain more in a twelvemonth than by the old fare of a guinea. At three A.M. the steam was up, and the tide, and we slipped out from among the other steamers into the clear lane of the Pool. I just took one look at the Isle of Dogs, and bestowed one thought on the misguided Spanish Legion, once in part assembled there—even from their palmy and noisy days, unto this fine day, when the film of folly and injustice of the whole affair has been rent away, their General and projector returned to re-solicit the votes of the electors of Westminster, whose

interests he neglected; while one thousand of the ten yet linger on the Spanish soil and pay, to drain to the dregs the bitter consequences of an unjust (or any) interference in the affairs of a country which hates and despises us heretics: this, too, by men calling themselves "liberal!" Cannot men understand that there is such a thing as the genius of a country?—that habit is second nature? As well might we cut off a Spanish mule's head and insist on fitting on one of our own blood-horses!—and if it would grow there, would the mule be more handsome, or stronger, or better? This is the simple bearing of "constitutions" forced on a people, in spite of nature and their stars—setting aside the insolent folly of our meddling in their domestic squabbles. But, say our liberal philosophers, the mule is of a bad breed. So much the better, say I; pray, let it alone, gentlemen; it is plain the animal thinks itself well enough.

I was musing on this kind of universal reformation, while our steamer passed in rapid succession Greenwich, Gravesend, and the red sloop and buoy off the Nore, so that I hardly got a glimpse of the fleet in ordinary in the Medway—*à fleur d'eau* with the Chatham lines.

As for Sheerness, cut off by water from our island proper, it is in a sort of no man's land (the Isle of Sheppey), and totally unknown to travellers. During the war it was under the dominion of certain amphibious animals (or sea-dogs); who now rules the roast I know not.

The first spot clearly made out, as we drew in-shore to starboard, was a large toad-stool or mushroom at the water's edge of Herne Bay. It is said most surprisingly to have started up in a single night. I don't believe it; but it is certainly of very recent growth; and appears from the sea in the shape of rows of lodging-houses, an enormous hotel, and a projecting stalk or jetty of half a mile long. It is said to waylay some of the crowds of curious cockneys (in search of sea-shells and sea-sickness) who each summer swarm at Margate and Ramsgate.

Next came the Reculvers—the remains of an old convent, and well known as a leading land-mark. Here my observation of the shore was cut short by the very important job of breakfast. The day so fine, and the water so smooth; the table was well filled by us passengers, men, women, and children—some French, some half French—none very remarkable, with one exception, an old Prussian courier, with an immense belly! I think I never saw a man so near the shape of a bloated toad comfortably seated. Whether good living had brought him to this gross shape I will not say; the idea of the accelerated motion of a courier in such a form seemed startlingly incongruous and thoroughly Dutch, as we love to think it; but I have reason to opine this unwieldy mass was despatched to Berlin, from his green and red braided jacket, and enamelled spread eagle, suspended by a gold chain to his breast, and which he eyed from time to time with a kind of quiet German satisfaction.

Coming round from the river as far as the north foreland, is mostly a weather shore and smooth water; but from the moment of quitting the Longnose buoy comes on all the troubles of the Channel swell and breeze, if any—light winds and calms are of rare occurrence here. I have never yet crossed in a steam-b[illegible] ·ays a strong breeze

at least, and swell enough to upset the equanimity of the great body of the cargo.

The weather, as I have said, was heavenly, and the breeze barely enough to fill the sails of a great many homeward-bound ships beating up outside the sands; but on leaving the Longnose reef, off the Mora Tower at Kingate, my fat courier's nose from red changed to purple, and his face by degrees grew ashy pale; still he sat it out manfully, while a great many others were fain to call for basins, or run to the lee-gunwale, with no more wind than was very grateful to vessels under sail, and smooth water (in Jack's acceptation of the term): but a steam-boat has a double motion; the most teazing and upsetting (of the stomach) is the tremulous one from the engine; to this addition sailors often give way, and grow as sick as others.

Approaching Calais at half tide it looks as if there was no opening in the white sandy beach, with its blockhouse near the west jetty head. A new feature close to it on the low sand-hills now catches the eye—the bathing establishment lately erected by a company of nine hotel-keepers and others, to which is attached six bathing-machines (at 1 fr. the bath). It is quite in its infancy, and contains, like the one at Boulogne, a large drawing-room and reading-room, to which they were adding a billiard-room in a separate pavilion—indispensable in France.

As we neared the harbour, getting a little under the lee of the shore, all the pale woe-begone faces brightened up, and in a twinkling we were all on shore, beset and besieged by a motley crowd bawling their different hotels, as usual; but before we were allowed to enter the town we were marched to the custom-office to deliver our passports, and be searched very tediously and circumstantially. In this *la Jeune France* is more stupidly annoying than *la Vieille France*. True, if a man wanted to go no further than Calais or Boulogne, a passport is not essential; but the hotels make a profit by it, through the commissioner charging a franc for getting it out of the claws of the authorities on your departure, and 2 fr. more if you go on to Paris.

Calais, within the walls, is little or nothing changed for these two hundred years; nor the walls themselves, which look tolerably dilapidated; but the suburb of St. Pierre, or *basse ville*, inland, has spread out into a large town, and building goes on briskly—chiefly in demand by English emigrants!

Joining a stream of people going to the *ducasse*, or *fête*, of the village of Coulogne, three miles off, I was surprised at the numbers of groups of English women and children I passed along the road—not quite so many men, to be sure, but too many by half! Surely it must be a great mistake, so many of us coming over here, in these out-o'-the-way flats, and sands, and swamps!—people with small incomes, too, drawn from their own country. They get nothing here by any sort of industry, except weaving; *that* the French are too numerous and too industrious to allow. No; they live on the little they have, and fancy most preposterously that they get their children better educated on it!—they learn a little French, and grow up good for nothing!

These village *fêtes* (it was Sunday) are composed of a gingerbread stall or two, a roundabout, and a dance. To any creature not buoyed up by their good spirits and contentment with such small means, it is the poorest thing imaginable; but they make much of it—crowds were

delighted. By-the-by, there was the addition of a Monsieur Paliasse, who kept up a very comical dialogue with his Zany (his wife), adapted to the comprehension of his delighted circle. It consisted (while I listened) of a dry sarcasm on certain fare supposed to be provided for him, consisting of so many apples, so much cheese, so much bread—at which he made a full stop, insisting on its being, together with the wine, *à discrétion*. This produced a hit; for Master Clown is always a great rogue and glutton.

Coming back at sunset, I got into an immense cart (such as one can only see in France), filled on two benches with a laughing set of young folks recounting the fun they had had. A welcome gust and heavy rain overtook us (for the country wants rain sadly), and gave us a good drenching; still the girls laughed as much as ever—the fun being heightened by the wry faces of a few who essayed various shifts to keep the rain off their gay caps. Coachy, too, in the midst of the rain, grew rusty, and would not bring us into the town, but only to the *écluse* at the outer gate, as he cunningly wanted to get back for another load (three miles for six sous being a very conscionable fare). It so happened that half our cart-load was English, including myself. I found that it is not infrequent for tradespeople in London to change children with those of Calais, to learn the language on easier terms than sending them to French and English schools. Still there are a good many French *pensions* full of our boys and girls; at Boulogne a still greater number. I met a squadron of young ladies learning French (and learning to dislike their own land!), in double file, reaching as they walked half down Grande-rue at Boulogne. Alas! poor girls, you little dream how much harm your French will do you—how little good through life!

But it is high time to regain Calais harbour, and take a look at the craft afloat in the little square basin, beyond which the tide runs up lagoon fashion for a mile, just inside the sand-hills of the shore, bending into their grand canal or river, as they call it, running navigable for barges to Guinnes, St. Omer, with branches to Dunkerque, &c. In the way of trade there is perhaps about as much doing at Calais as at Dover, in small 'long-shore craft, bringing timber from the north-east, and wine from the south-west. A dozen sloops and brigs, of from thirty to one hundred tons, were lying in the basin, perhaps the average number; for, together with the thirty-seven fishing-boats belonging to Calais, the basin was pretty well full—the passenger steam-boats bringing too at the pier-end of the jetty, and Government ones (ours and theirs) at the pier forming the north side of the basin (or river-side). Here were lying three French Government boats—very superior in construction, in their fitting, painting (green inside), size, and, in short, everything about them, to the English Government ones lying among them!

I was vexed and ashamed to see it; but I shall not trust myself to comment on it. Still larger and finer boats of ours may be seen in Dover harbour, for the Baltic or Mediterranean; but why is it we are to be beat in this way at Calais? Why this paltry poverty in the deck-fittings? Will those whose business this is compare our Government bills with the French ones on these items? Green paint, brass quarter-deck rails, handsome brass fittings for the wheel (and better than ours!),

binnacle, stove, bit-heads, and wherever they look well. The want of all this looks twenty times worse in us, famous for our fittings and our metals: nor is it to be "plain;" for there is a miserable attempt at ornament here and there, as if to make the poverty more contemptible! Can any British seaman see these things, and remain unmoved? I cannot. May our House of Commons ring with it from some sailor M.P. Our Navy! our Navy! has too few advocates there. There is one or two, to be sure—Admiral Sir E. C., Captain Dundas, &c.—but there should be fifty. Would to God they had a *tail*, long enough to force these things being properly conducted. Nor is it in steamers alone: this stinginess (nay, it is meanness) pervades the whole of our ships. If every officer in the Navy does not agree with me, and be equally indignant at it, henceforth I will think I cannot tell my right hand from my left! Worse; I shall have no hope of a change for the better. But of what use is it seamen being disgusted, if they do not more generally and more loudly say so?

This mismanagement of things somewhere is so glaring that I cannot understand how a First Lord of the Admiralty, or any Lord or Admiral in power, can cross to Calais without being struck by it—struck dumb! As to the proof of its easily being put to rights, I will undertake—or any officer out of the five or six thousand of us may safely undertake—to have quarter-decks in green, a handsome brass-work, and all fittings handsomer and better (setting aside better boats and larger), with no more expenditure to the country than now exists: not a maravedi.

Let me quit this ungrateful, grating subject. The French fishing-boats run from sixteen to twenty tons, and carry from eight to eleven or twelve hands each (including a boy or two), fitted with a flush deck and two lugs, the main one carrying a topsail; differing from the Boulogne fishing-boats, which are larger, and carry one very large lug-sail on a mainmast stepped close to the stern of the boat, with a small mizen in the stern, close to the tiller to starboard. The main-sheet of these Calais boats remains fast on a wind shifting to leeward on an iron-bowed crank athwart over the tafrail. In this way it gives no trouble; the sails standing like boards, and allowing them to come within five points of the wind; only that the clumsy build of these craft makes it of little use. They say, however, that they are capital sea-boats in very bad weather.

The Calais people call their town a "belle ville," and there is a mortal dislike and jealousy between them and the Boulonnais! Happy Calaisiens! However, one is apt to set Calais down at much too low a rate. There are some very good streets and good houses. The markets as yet are more moderate than at Boulogne (which has become extravagant; spoiled by the loads of English there). Thence it is that Calais latterly is drawing off a good many of our more quiet emigrants, and has its full share. There are, too, settled here, a great many of our weavers and their families. One hears the shuttle busily going in many parts of the town: a good deal of *tulle* is made here.

The column erected at the pier in compliment to Louis XVIII. (*le désiré!*) still stands, robbed of its brass inscription. Looking close to it for the brass slab with the impress of the King's foot (where he first set it), on his arrival in 1814, I find that too has been torn up during the excitement of the "three glorious days" of the Revolution

of 1830. The Calaisiens are, on the other hand, proud of the busts of "François Duc de Guise" (*le balatre*), set up on the platform of the town-hall: well they may be of this "Liberateur de Calais en 1558," and of Cardinal de Richelieu, who built their arsenal and citadel for them.

Apropos of the last Revolution: this is the anniversary. A programme, by order of the *maire*, prescribes for the first day's fête (27th July) a ringing of the Carillon (chime of bells) at six P.M.; for the next day, the inhabitants are invited to display flags at their windows, Te Deum at the church, and funeral anthem,* attended by the companies of the 67th of the Line, the officers, and all the authorities, *en grande tenue*, the troops marching to and from the citadel. Saturday, being market-day, is passed over, to wind up with rejoicings on the Sunday; dancing, and an opera at the theatre; a salute from the citadel guns, and inauguration of the King's picture.

Most of this is in strange contradiction to the present order of things; the feeling at large that would allow of its being in harmony at all is fast subsiding. The French are, I think, awaking from their foolish and licentious dream. They are settling down from the froth of their republicanism. As to individual manners, they were always republicans, even in the times of all the Louis.

Liberty! liberty is a strange thing; a very chamelion. No two people agree about what it should be! certainly no two nations. Here are the French rejoicing at having conquered it gloriously from and for themselves, and yet never thought of getting rid of their passport system! whereby, setting aside its annoyance to us foreigners, no French man, woman, nor child can go from one town to another without an inquisitorial passport (telling the why and the wherefore), and giving bail (*répondant*) to obtain it!

So it is with the bawlers for the sweet voices of the electors of Westminster, who take men on their own poor gentlemanly words to be more liberal than their opponents, as if Englishmen under various nicknames, Whig, Radical, Tory, &c., were more liberal than each other; and as if human nature were going to make a sudden change at each election! Well, without some folly or other, fresh and fresh, we should be very dull; but *revenons à nos moutons.*

Calais has its fishermen's quarter, a sort of St. Giles's, through the gate in the corner to the left as you approach. This suburb is cut off from the body of the town by the moat, running along the inner curtain-rampart connecting the sea-face bastions. It is an orderly rookery enough, though a mixture of all the lowest people in the place.

The fish-market is held on the quay, under the outer wall, close to Hogarth's Gate, and consists (except at the moment of wholesale dealing among each other, after the arrival of the boats) of three or four small sheds, under which the fish-women retail, at an extravagant rate, the little eatable fish to be had—a few small soles, mullet, whiting, with now and then a Jean Doré (John Dory). All the best fish are pushed off post to Paris. Thence it is, as at Boulogne and Dieppe, &c., there is so poor a supply, with prices as capricious as the winds. For a pair of

* In the church I observed some of my countrymen and w[illegible] *in arm.* Will they never suspect that it is thought highly indecorou

small soles they asked a franc; for oysters eighteen sous a dozen; both rates higher than we have it in London! However, to make up for this, the market held on the Grande Place on Wednesdays and Saturdays is very plentifully and cheaply supplied with all sorts of vegetables and flowers.

The usual periodical fair held on the "Place" is packing up for a two weeks' turn at Boulogne. These French fairs are very quiet; and, though boasting a good show of pendules and jewellery, yet, as the whole is rough boarded in, making a line of shabby little streets, the outward look is anything but inviting. The only diversion going on was a small theatre of puppets, puffed off by the identical clown and his wife I had seen at the fête at Coulogne—the very economy of amusement—that serves their turn excellently well. In this way one M. Mussell keeps a music and grocer's shop, repairs fiddles and all musical instruments, gives lessons, fiddles at the theatre, and will, according to the *affiche* of the mayor of Guinnes (a town on the canal, six miles off), have *l'honneur* of leading the quadrille band on that happy occasion; besides all which, I believe the said Sieur Mussell is one of the National Guard—no doubt of it. I found him giving a capital lesson to a young trombone player, fiddle-in-hand, with an energy which it would be well if our guinea and half-guinea people in London would imitate, as well as the thorough goodness and unwearied patience of it—and this, most certainly, the Sieur Mussell does not get more than threepence for by the good long hour (if so much)! To strangers the country-town price for a lesson is generally ten sous (or fivepence), either singing, piano, or violin—and among themselves, half.

But wherever us English set foot, we improve matters; so that at Boulogne they already consider two or three francs as very moderate; while some of the most spoiled or Parisian professors kindly insist on ten francs, and even a Napoleon, merely to oblige us. Calais is as yet not quite so modest; but I have no doubt that the Sieur Mussell will advance with the tastes of his customers, if he can only catch some of these English amateurs in "la Rue de la Citadélle."

There is a very nice promenade on the north-eastern ramparts which few of us know anything about. In one part it consists of a double avenue, the one above set with beds of flowers within tasty enclosures—sheltered by the body of the place, the trees and plants here thrive very well. Indeed to the left of the Paris Gate (leading to the suburb St. Pierre), I discovered a little romantic wood below the glacis, and within the outer lines, which I had no idea of, often as I have passed through Calais. Here a man, book in hand, might saunter away an hour, and fancy himself in the Forest of Ardennes; or he might ramble about, in contemplative mood, like the melancholy Jacques; but I am not sure whether it is allowed to go into this grove, or into the grass fields of these interminable lines and fortifications!

Calais is very strong on this land side—some of our work while we held it. The citadel, on the west side, which few of us even know the existence of, as we pass through on our Paris or Rhine trips, puts me very much in mind of the Antwerp one. I should think the revolving light here, on its tower on the Place, but a feeble beacon to seamen in the Channel. It is, however, carefully attended, and the lamps as strong in light as oil can make them, backed by reflectors. Over the

way, in its gay fanciful belfry, over the town-hall, the chimes chatter every half-hour, struggling through a tune or two of "La Dame Blanche," I think. These chimes, which run all through Flanders, French and Dutch ending here, are very wearying, if one listens; but, like all street noises, one soon ceases to hear them: compared with this dinging, the bell which tolls the hour at the end is sweet music on the ear. In truth it is a very fine deep-toned bell, and makes amends to the Calaisiens for this tiresome tinkling forerunner.

All in all, Calais is a dull place for a man fresh from England—from London—nay even from Dover. In vain it has its theatre open three times a-week; its London and Dover steam-boats to land their half-dead passengers, for the amusement of her idle residents and the profit of her hotels; in vain is there a rotunda in the labyrinth of the copse called the Jardin des Plantes, where they dance on Sunday evenings, at six sous entrance—the Vauxhall rival opposite is, alas! shut up; in vain is there a fair once a-year; in vain those wearisome merry bells; it will not do, except per force; it is so dreadfully dull. What is this dulness? I don't know—"the reason why I cannot tell." Ralph Restless (vide "New Monthly"), who confesses he cannot be quiet three months in one place, and will soon get tired of New York dinners, would here be tired to death in three days—exactly my case. Not even the impending fête at Guinnes could tempt me; so I popped myself on board the Melville steamer, turned into a berth, and, dosing through the night, found myself early in the morning very comfortably winding up through the reaches of old Father Thames.

A SONG OF WATERLOO.

BY A NON-COMMISSIONED OFFICER OF THE ROYAL DRAGOONS.

COMRADES, stay, the sun is still
Awhile beneath the eastern hill,
But when his beams proclaim the day
We'll cheerfully begin the fray
With those proud sons of Gaul.
Then one more glass to Britain's isles,
Where liberty with beauty smiles;
Where maidens' eyes with love are burning,
Anxious waiting our returning—
They say—they say—
That they'll ne'er wed a coward slave,
But live and ever mourn the brave
Who in the battle fall.

Daylight breaks, and soon the sun
Shall shine, as he was wont, upon
The Gallic crest beneath our brand,
As when we free'd the Lusian land,
And fair Iberia too.
La Mancha's plain and Badajos,
With bastion high and sunken foss,
Attest the Gallic eagle quailing,
Whilst we his haughty crest were trailir
Away—Away—
Napoleon's star is on the wane.
And we will quench it a-
This day at Water

RETREAT UPON PORTUGAL, IN 1812.

FROM THE REMINISCENCES OF A SUBALTERN.

DAN CARSON's prognostication, which closed my last reminiscence, was not fulfilled, although a retreat on Portugal was necessary!

Once clear of this Spanish frontier, we arrived, by easy marches, at the different towns and villages appointed for our occupation, while the French army retraced their steps, and, it is to be presumed, followed the course we had taken, though not exactly the same route.

The village of Leomil was the one allotted to the 88th, and was also the head-quarters of Sir John Keane (the General of brigade) and his staff. This town, distant about five leagues from the city of Lamego, and two from Moimenta de Beira, was by no means a bad resting-place for men who had for so many days, and in such inclement weather, inhabited no town, or slept, if sleep it could be called, under any covering, except their tattered uniforms; but the transition was too sudden, and it is not difficult for the reader to see what the consequence was. An abundant supply of money, a great plenty of wine, meat, and poultry, were things not to be lightly treated by a parcel of men in a state of nakedness and starvation. In a word, all were bought up greedily, and as greedily devoured, but the frames of the soldiers had undergone a great change; their stomachs were much weakened by the bad diet they had heretofore tasted, and the disordered state of their bowels was such, that in five cases out of six the soldiers were attacked with some complaint or other. The officers suffered little, because they had a greater command over themselves; but I knew an instance of a man of the company I commanded (his name was Travers) eating, for one week, independent of his rations, the head of an ox, daily!

Reader, do not laugh at this! It is a true but melancholy picture, not a laughable one, of what a half-starved man will do when opportunity favours. The result, as may have been foreseen, was fatal. A violent inflammation of the bowels took place, and the poor fellow died in the most excruciating agonies. No remedy of our doctors could relieve him; they did all they could, but in vain.

To persons like me—of a serious habit,—the catastrophe of this ill-fated man afforded as much food for reflection as the heads of the oxen he had eaten afforded food for his carnivorous maw. I, and many others like me, reasoned with the soldiers upon the undue liberty this poor fellow had taken with his stomach, but we might as well have attempted to arrest the progress of a ship in full sail, with a fair wind and all her sails bent. The men were "bent" on eating and drinking; nothing could stop them; and, in less than six weeks from the time I speak of, more than one-half were on the sick-list.

The 88th, at this period, was commanded by Major Macgregor: he did all he could to check this terrible evil; but the junior officers, being more intermixed with the soldiers, had a better opportunity of controlling them, and they thus fulfilled the minor as well as the major parts of the duty. I was, however, soon relieved (if relief it could be called) from a[illegible] his score. My old wound broke out again, and a large [illegible]med on my left breast, but, by care and attention, [illegible]ys as well as ever. This wound, which to

me was a bore, must not be so to my readers, and I will not "bore" them with any further details on the subject. It nevertheless re-visited me twice afterwards; once in Canada in 1814, and again in Paris in 1815. The aperture might be as large, each time, as an augur-hole; but my readers are not to "augur" from this, that I mean (as Colonel Trench, of the 74th, used to say when the same story was too often told) to give them the "real screw!"

The country in the neighbourhood of Leomil, and between that town and Moimenta de Beira, is in the highest degree grand; it moreover abounded in game, and those of the officers who were fond of their gun, or coursing, had ample opportunities of enjoying both. There was, however, one drawback which was an unpleasant one, and that was the vast number of wolves that infested the mountains. Those fierce animals were so terrific, when pressed by hunger, that in one instance they seized the head of a sheep, which was in a house, having made their way under the door. The owner, hearing the cries of the animal, rushed to its assistance, and, catching hold of the hind legs, dragged it back, but the head and a part of the neck were carried away by the wolves. Another instance of their ferocity soon after occurred. A young child, who had wandered into the street of a small village earlier than usual, was carried off and devoured by those animals; but this in no way damped the ardour of our sportsmen. With a double-barrelled gun on his shoulder, no one feared danger, though he might guard against it; and I never knew an instance of any one being attacked by a wolf, although we saw many in our sporting excursions.

Our cantonments, by this time, the first week in February, had undergone so great a change for the better, that they might be really termed comfortable. Chimneys had been constructed, and we were as well off as any set of men who could put up with fair winter quarters. We contrived to get up a sort of ball court, and we all, men and officers, amused ourselves at this game. The Irish, I believe, stand unrivalled as hand-ball players, and this healthful exercise afforded the officers and soldiers much amusement. Sir John Keane often looked on, and I believe, though I will not say so positively, joined in the game. He, however, approved of the means the officers of the 88th took to amuse their men, and it is attributable to those trifles that the soldiers of the "Connaught Rangers" were so devoted to their officers and their colours. Nothing—as has been seen—could shake their devotion to either. This line of conduct on the part of the officers had a magical effect. Those soldiers who were present at head-quarters never wished to leave it, although severely drilled; and those who were in the rear, either in depôt or hospital, thought the hour would never arrive until they had again the happiness of being with their regiment. The consequence was, that on the day of battle the "Connaught Rangers" appeared nearly double the number of any other regiment.

From the time we were first settled in our present quarters we established an evening club, which was superintended by Misthress O'Neil, who was by this time re-established in health. We wished to have a regular mess, but that was not possible, as the difficulty and expense of purchasing materials would have been too great; so we were necessitated to content ourselves with our evening club, which was a source of great amusement and conviviality. It brought us together each evening

after our requisite duties to the soldiers had been gone through; and we had no sort of gambling: whist, our favourite game, was always played at a low rate, and each night was wound up by a supper of such materials as could be procured. Our commanding officer, Major Macgregor, gave up his best room for our use, and, all things considered, our club was most comfortable, and tended to keep up that feeling of harmony and action for which the "Connaught Rangers" were so remarkable during the Peninsular War. In 1809, after the battle of Talavera, the 88th, while quartered at Campo Mayor, established a mess. This circumstance, trifling as it may appear, was nevertheless attended with a good deal of trouble and a heavy expense. I do not remember that any other regiment in the army did the same. In 1812, after the battle of Salamanca, the 88th established a splendid mess, for which the officers paid a high rate. Now the object of all this must be clear to any military man: it had but one object, and one only—the keeping up a gentlemanly and social feeling amongst the corps; and when, as has been said, such feelings did exist, will any man give credit to the calumnies that have been attempted to be fastened upon the "Connaught Rangers?"

Sir John Keane was to dine with the regiment on St. Patrick's day. Even at this early period I was their caterer, although in a far different way from that in which I am now employed: then I catered for their stomachs—their *faim;* now I cater for their honour—their *fame!* At an early hour on the 15th of March, mounted on a good mule, with fifty dollars in my pocket, I left my regiment on the route to the city of Visieu, with a *carte blanche* to do the best I could in the purchase of provisions. I was followed by my man Dan, who had for his assistant, or coadjutor, as he styled him, my bât man, Jack Green, as handy a "boy" as ever "listed" in the ranks of the "Connaught Rangers." The mule they took charge of was little inferior to the one I rode, but their pace was of necessity slower, as he was encumbered not only with a pair of panniers, destined to carry the prog for our St. Patrick's dinner, but also with the weight of Dan and Jack, who arranged themselves in the best manner they could astride his back. Viseu is five leagues from Leomil, but, as I knew the country tolerably well, I struck out of the high road, and, crossing the mountains, reached the town some hours before my servants. Here I unexpectedly met with a young officer of the regiment, of the name of Mills, who was on his way up to join the army, but, being taken ill with an attack of ague, was obliged to remain at Viseu. Nothing could exceed his good-natured attention, and, through his means, both myself and party were made very comfortable, and by the time my two trusty servants arrived, good beds and a remarkable good dinner were prepared for all. The appearance of Dan Carsons and Jack Green astounded the servants, as likewise the men that composed the detachment commanded by Mr. Mills. There was something imposing in their demeanour as well as dress, to say nothing of their large whiskers, velvet waistcoats, bedecked with immense silver Spanish buttons—God knows how got—and forage caps of no ordinary value, which at one period might have perhaps graced the head of some General or Colonel in the French Imperial Army. Although their appearance was imposing, the reader may rest assured that it would be no easy matter to impose on them.

Dan, after saluting his officer and, I might add, host, turned to the "green-horns," and desired them to look to the mules, and see that they were well fed; and "My boy," said he, turning to Mills's batman, "iv you're short iv forrage, wait until afther night falls, and we can go out and stale a thrifle for the bastes." But he was informed that there was an abundance provided, and, in short, that there was nothing wanting. He then came up to me, and said, "Now, Sir, that we are aisy about ourselves and the poor bastes, would you allow me to go down the town for about half an hour, for I've a mighty great notion of paying a visit to a girl that was civil to me in this same town, before we were on the rethrate to the lines, last autumn was a twelvemonth; she wouldn't come then, but I think I'll do something with her this time in spite of her ould father." I told Dan that he should have the *congé* he asked, but that he ought to recollect he had a wife. "To be sure I do," replied Dan, "but does she always remimber she has a husband?" Seeing that Dan was bent on making a conquest, I acquiesced, and he left me. The young soldiers were too happy in being allowed to take care of our mules, who fared as well as ourselves, and, to say the truth, we all fared well. The merits of several *canadas* of spiced mulled wine were discussed ere we retired to rest, and at an early hour next morning I proceeded to the market.

Viseu is a good town, one of the best in Portugal, and the shops are abundantly supplied with such commodities as would suit the taste of a general buyer. Brazil sugar, nearly as white as snow, green tea at a cheap price, cloths of every description, and a rich assortment of Braganza shawls, so much prized in England, were severally named to us as we passed the different shops; but Dan, who was, or at least made himself, spokesman on the occasion, shrugged up his shoulders and replied to each, "No, senor, me no care the chocolate, nor the suggera, nor the shawla; me care the peché." An old man, the proprietor of the shop before which we stood, addressed me in tolerable good English and said he had what we wanted. As he said this he cast a look of reproach upon Dan, which I did not at the moment understand; but I entered into conversation with him before I entered his shop, and found him to be a well-informed pleasant old fellow.

As I was about to cross his threshold, my man seized my arm, saying, with a significant nod—"Don't go next or nigh him; he's an ould blackguard, and only wants to thrick us out of our money!"

I told "Dan," if he cheated us it was our own faults, as our eyes were as open as his shop-door, and there could be no great harm in going in.

"Why, Sir," rejoined Dan, "isn't it fish you want, and is it into an ould grocer's shop you'd go to be afther looking for it? I tell you, again, some of us will be sorry iv we have anything to say to that ould vilhain, and I've a mighty sthrong idea that we'll make a kettle of fish ov it before we part."

Despite of Dan's remonstrance I entered the shop; but, in place of the fish I sought for (good mullet and trout), nothing was to be seen but dried Newfoundland ling! I explained to the old shopkeeper the description of fish I wanted, and that, although his stock was very good in its kind, we had an abundance of it at the head-quarters of my regiment.

While we were in conversation, Dan got behind the counter of the shop, and when I turned round to take leave of the old man, and proceed to the market, I observed my servant in deep conversation with one of his daughters. The old grocer was enraged, and, jumping up on the counter, struck a blow at Dan that nearly floored him; but Dan gave him a "counter" hit that *balanced* matters by putting the pugnacious old fellow into his own *scale*.

I felt greatly irritated at seeing my servant so unworthily treated, and with much heat demanded of the Portuguese why he presumed to act so towards a British soldier. But the mystery was soon unravelled. The daughter of the Portuguese shopkeeper was the self-same "girl" that was so "civil" to Dan on the "rethreate," by which means he had, some how or other, contrived to make the old man a grandfather before he expected it. To remonstrate further would have been futile, so I conducted my man out of the house, and having condoled with the Portuguese on the "untoward event," wished him and his daughter a very good morning.

When we got outside the door, Dan turned to me and said—"Well, Sir, you see I was right about that ould thief, but you wouldn't listen to me, and now you see that I know the ins-and-outs of it!"

I made no remark—it would have been useless to do so; and we soon reached the market-place. There I found an abundance of what I most wished for—fish. I purchased a number of fine mullet, some hens and fowls, and a variety of other matters which I thought requisite to garnish our table the following day, and I dispatched my two trusty servants on their route some hours before I departed myself.

Being mounted on a superb mule, I did not mind much what road I took, but struck across the mountains above Leomil, bordering on Moimenta de Beira. Before I reached the passes I so well knew, it became dark, and I lost my way. On reaching a small village, I was informed by the peasants that I was still two leagues from Leomil, had a bad and difficult country to traverse before I could reach the road, and that the mountains were infested with wolves. I was aware that the latter part of their report was but too true; and when they told me the name of their village, which I had shot near before, I was convinced that my knowledge of the country by night was not quite as perfect as in broad day. The peasants endeavoured to make me remain where I was for the night; but notwithstanding their offers of hospitality, I preferred taking my chance with the wolves than the certainty of being half-devoured by fleas, a commodity with which, I well knew, their houses were amply stocked. I therefore determined to proceed, as I was anxious to reach home; and I had no great fear of an attack, as I was well mounted, with a case of pistols in my holsters, and my sabre at my side. I left the reins loose on the neck of my mule, who, with wonderful sagacity, made her way through the different passes. We had nearly reached the high road without meeting any obstacle, save the different glens we were obliged to pass, when all of a sudden the mule became alarmed, and bounding to the right and left made it difficult for me to keep my saddle. The distant cry of wolves soon, however, explained the cause of her uneasiness; and although I pressed on at as rapid a pace as the nature of the country would admit of, I found that the pack were palpably gaining on me.

I was within a few yards of the high road, when three ringleaders of the pack came close to me. Two of them attacked my mule behind, while the other made a spring at her throat, and the remainder were coming rapidly into the field of battle, for so in fact it was. I discharged one of my pistols at the foremost, but whether I wounded him or no I cannot say—for, to speak candidly, I looked with more anxiety to secure a safe retreat than the honour of a splendid victory; and I can affirm, without the slightest qualm of conscience, that mine on this night was never surpassed—in rapidity, at least—in either ancient or modern times. Moreau was celebrated for his retreat through the Black Forest —Wellington for his to the lines of Torres Vedras—but what was the disparity of numbers in either case to what I had to contend against? Neither of those great men had more than three to one opposed to them, while I had—if I may judge from the howling of the reserve, and the daring of the advance—fifteen to two! for my mule must have *her* share in the exploit, because had it not been for her I firmly believe I should have never had an opportunity of relating what took place on the night I speak of. In a word, never was mortal man nearer being devoured.

The rest of the story is easily told. At length I reached the high road leading to Leomil. I gave my mule a touch of the rowels of my spurs, which might have been dispensed with, for she, poor thing, was to the full as anxious as myself to quicken our pace. In less than half an hour I reached the head-quarters of the "Connaught Rangers," and no man, I will venture to say, ever rejoined his corps with greater pleasure than I did mine on that occasion.

On arriving at my billet I inquired if my man Dan had safely brought his cargo to port, and having received an answer in the affirmative from himself, I ordered him to provide me something to eat. He told me all was ready, that he had a stewed *galphinia* (by which he meant a pullet, but which turned out to be an old hen, and might have been, from her hardness, the mother of many clutches of chickens), a piece of ham, and six quartellos of mulled wine! The latter part of the bill of fare appeared so strongly contrasted with the first, that I asked Dan why he had so badly "sized his company."

"Why, Sir," he replied, "you know that Jack Green is the man that always manages the dhrink, and I the dinner; so says I to Jack, 'see that there's nothin wantin, for you know that our masther will be could whin he comes home—and that we're could ourselves! So,' says I, 'Jack, see that you have enough in wine; and, sure,' says I, 'it's a'most Pathrick's mornin, and mightn't we as well d'hroun our shamorick now as thin?' 'By Gob,' says Jack, 'I agree with you intirely,' and upon the same he put down the pannilla with the wine, and whin I tould him just now how you were all but ate by the wolves,—'Och! murther,' says he, 'I'll put down more!' 'Don't do that,' says I, until you hear more from ma!' So, Sir, shall I let him have his own way this time?"

It was manifest, notwithstanding Dan's elaborate explanation, that both he and Jack Green had determined to make a hole in my pig-skin of wine; and, as it was totally under their control, I thought it better to acquiesce with a good grace, and make a merit of necessity. I told Dan that I wished them to make themselves comfortable, and I have little doubt that they did so, as he told me at parting—after having

given me a fair share of the mulled wine—that they would do so, "in honour iv the day." I soon went to bed, soon fell asleep, and at an early hour next morning awoke, and bent my steps towards our club-room, for the purpose of having a *tête-à-tête* with Misthres O'Neil on the subject of our dinner. I found all things right, the fish cool and fresh, the hams safe and sound, the turkeys in proper trim; but I observed in place of the three turkeys which I bought, that five were in the kitchen. I asked my bâtman, Jack Green, how this addition took place?

"Why, you see, Sir," said Jack, "I thought when we bought the first three, that the other two we left looked mighty lonely after them; so I bought them also, and I got them at less than half the price you paid for the rest."

I am not prepared to say that there was not "fowl-play" on this occasion, but as Jack accounted scrupulously to the vintner for the money he was entrusted with, I asked no questions.

The hour for dinner at length arrived, and the dinner was a good one; and I say it was such, although I was the person that provided it. The fish was excellent, the fowl of the best quality, and to any one who has ever had the good fortune to taste a Lamego ham, it would be but superfluous to descant on the merits of so delicious a morsel. For the beef and mutton I can't say much, but the wine was of the best quality. I had taken particular care on this essential point, and went to a convent where my friend Graham, with his Portuguese regiment, were quartered, and, through his interest, prevailed on the priests to send us some of their own best. In saying this I need not say more in praise of the wine, as it is well known those gentlemen never kept, for their own use, one drop of any wine that was not of the best quality.

The dinner went off well, the attendance was good, and we were all as happy as any corps could wish to be; but our doctor O'Reily being a little "Bacchi plenus," mistaking a veranda for the door, walked out of it and fell, uninjured, about fifteen feet! The spot in which he happened to fall, fortunately was a soft one, and he himself, being a little moist, escaped as by a miracle, without any mishap. Next morning I examined the spot, and was struck with astonishment at the exactness of the impression his features had left. Had he sat to have his likeness taken, and underwent the troublesome process of having his face daubed over with paste, it could not have been more perfect, and thus in a second of time, without any trouble to himself, he performed what would have cost him a full half hour at least with a great deal of annoyance into the bargain, had he regularly allowed a sculptor to take his bust. He had no doubt taken his wine without measure, and it is clear that the wine, or the effects of it, had taken his "measure," and made him "measure" his length on the heap of mud upon which he fortunately fell, and it was in this instance "measure for measure."

Major Macgregor, who commanded the 88th up to this period, now left us on leave, and was succeeded in the command by one of the most gentlemanlike officers, and best soldiers in the British Army—Captain Robert Nickle. Sir John Keane, as I have before said, commanded the brigade, Sir Edward Packenham the division; and from the period of our arriving at our quarters at Leomil, until our leaving it on our advance towards Vittoria, we had not one single syllable of annoyance

with either our Brigadier or Major-General, or do I believe we had as much as one court-martial in the battalion: and this embraced a period of more than six months.

A general court-martial was ordered to assemble at Lamego for the trial of some officers and soldiers, and I amongst others of the 88th was called upon to attend, but it so happened that none of us were required, and our stay at Lamego was a mere lounge. We were admirably billeted, and the house in which I was quartered belonged to a Padré, and, as a matter of course, was excellent in accommodation of every kind. The old man, like all priests, was fond of good eating, good drinking, and was possessed of a quantity of plate. My quarter was therefore deemed the best rendezvous for our party, which consisted of six, myself included.

The old priest was a kind-hearted and good man, but very fond of his bottle, and violently passionate when heated by wine. He either dined with us or passed a portion of each evening in our company during my stay at Lamego; and upon one of those days we had a few friends to dine with us,—Hay, of the Staff, Hemming and O'Reily, of the 44th, Nickle and Mahon, of the 88th, and some others. The Padré on this occasion made a proud display of his plate, all of which he gave in charge to me, and I made a transfer of the "trust-property" to my man-servant, Dan Carsons, and my bâtman, Jack Green. We passed a most delightful evening. Nickle sang some of his best songs, and two or three glees were well executed. The old priest, whose voice was a decided bass, gave us some fine specimens of his musical powers, and Anna, a beautiful Spanish girl, who was under the protection of Hay, sang several songs, accompanying herself on the guitar, which so delighted the priest that he not only became intoxicated with music, but what was worse, with wine; and he had just taken a sufficient quantity to make him extremely cautious; he therefore left the room for the purpose of looking over his plate, and we were making merry in his absence, when of a sudden the door was flung open, and the Padré rushed into the room in a storm of rage. He thus addressed us: —"Senhores! eu tenho perdido a minha prata! e estou roubado! De seis garfos e cinco colheres—mas eu não penso qu'l sirga algum dos senhores (a Deos naõ agrade!), mas eu suponho um dos vossos moços, e principalmente hum de'elles, que se chama João, que as tira guardado, sem duvida, pois he muito desestrado!"

Now, it was clear from this harangue that the priest thought he had lost some of his plate, and his pointed language against João showed too plainly that he was the person suspected; but as many of my readers may not be sufficiently acquainted with the Portuguese language to understand fully the meaning of what the Padré said, I will enlighten them on this knotty point, and give the pith and marrow of his speech. It was thus:—

"Gentlemen, I have lost some plate! I have been regularly robbed! Six forks and five spoons are gone; but do not for a moment suppose that I think any of you were the culprits (God forbid that I should!); but I suspect some of those lads in the kitchen, and one in particular, called Jack! He has, without doubt, *mislaid* them; and I am aware, from experience of him, that he is very unhandy!"

It is merely necessary to say again that this same Jack, or as the priest loftily denominated him, João, was my own confidential man,

Jack Green. From the time I first joined the Connaught Rangers to the present, I had six servants or bâtmen killed in action, and most unquestionably if what the priest now charged my present man with was true, he did not deserve to be in the land of the living. I, however, doubted the charge; but before sifting it too closely I attempted to reason with the priest, but he was too much intoxicated, and in too great a passion to listen to reason. It was in vain that I requested he would tranquillize himself; in vain that I told him the spoons and forks should be forthcoming; that he had no cause of alarm, but it was all to no purpose; his rage rather increased than diminished, and no words of mine could, in the slightest degree, pacify him. His shirt collar was open (which was a fortunate circumstance, as otherwise, I do think he would have been suffocated), and he was in that state that he resembled more a devil incarnate than a teacher of the gospel. He was, moreover, greatly intoxicated, and was in that ungovernable state that much perplexed us all as to what we should do with him.

The little Spanish girl laughed at him, and rattled her "castinettas" in his ears, which nearly set him out of his senses; but again turning to me, as I tried in vain to soothe him, "Vos falais muito bien, Senhor, e miuto politicamente, porem que' s'que isso me fas, qundo ainda eu nãa tenho mais a minha prata?"

His last sally amounted to this:—"You speak very well, Sir, and with much politeness, but how does all that benefit me while as yet I am deficient of my spoons and forks?" "Go," said Nickle to me, in his own quiet way, "and see what all this means. There must be some mistake." I was about to leave the room when the eye of the priest caught me. It was fortunate for me it was not his hand! "Principalmente um!" said he, as he raised his finger considerably beyond his eyebrows. This motion was like the evolution of a fugleman in front of a regiment, who gives the time to those who are to follow his motions. Yet annoyed as I was at the slur attempted to be cast upon my servant, I made no reply, but proceeded to the kitchen to inquire into the affair. The first person I encountered was my man Dan, who was in the act of delivering over to my charge the plate that he and Jack Green had been entrusted with. I asked the cause of the uproar with the priest, and how it was that he said his spoons and forks had been missing?

"Missin is it?" said Dan; "why thin, to tell you the plain truth, the priest is too fond ov 'miss-ing,' and too fond ov his d'hrop; and i'dst these girls that puts him all asthray—and his things too; and whin he upbraided Jack in the regard iv the spoons, 'Sir,' says Jack, 'the're all here, and I'll count thim out to your reverince.' 'You may put them in your ——,' says the ould thief iv a priest! But Jack knew betther how to bemean himself to his clargy than the priest did to him, and upon the same he asked his blessin', and ids't what the ould vilhain tould him that he might go and be d—d!" This was enough for me. I had satisfied myself that all was as it should be, as far at least as regarded the *garfos* and *colheres*, and I returned to my friends, and to my great satisfaction and relief found the Padré fast asleep in his chair. We did not disturb him; and after passing a most agreeable night, left the old man to dream about his imaginary loss.

[To be continued.]

STORIES OF GREENWICH. BY A MODERN ASMODEUS.

No. IV.

THE SEQUEL.

We will now return to the —— ward, and consider the evening to be again returned, and the same party to which I last night introduced you reassembled, and that old Toby, whose nose is again glowing as brightly as ever, has resumed his winter's station in the corner. It will, perhaps, be worth while to account for the occupants of the remaining cabins; let us, therefore, try back a little. We know of the boatswain, Bill Townsend, who has nominal charge of the ward, but who is generally only present when absent—*i. e.* drunk. The next in order is our little friend Jerry; then comes Tom Peters, three; Jim Roberts, alias the serjeant, four; Tim Stuart, five; fat Jack, six; little Dick Slender, seven; Frank Johnson, eight; and old Toby, nine. Now there are, as I said before, fifteen cabins; out of these I have accounted for nine: there are three married men who sleep out, who only look in now and then; one nurse's cabin, and at present two vacancies which may soon be filled up—the executives you know.

The table is now shorn of its ornaments: no rum-bottle or pannikin is to be seen thereon, and the serving mallet to keep order is now rendered useless; but the serjeant is still at the end of the table, and ready to recommence the perusal of the manuscript; yet, before he begins, he is desirous to gather the suffrages of his audience as to whether they are interested therewith. Peters expressed a great wish to hear it, knowing the consummation, and the others, expecting something wonderful, joined in requesting the serjeant to begin. He complied with their wishes, accordingly, and read as follows:—

CONTINUATION OF NED CUMMINGS'S STORY.

"I made up my mind to proceed instantly in quest of the fugitives, to revenge myself on the seducer—such I considered him to be—of Clara. I had but a guinea belonging to me: I determined not to take money from my master, nor would I borrow from the men; so hastily tying up an extra shirt, and taking a stout cudgel for my companion, I started on my wild pursuit at about ten o'clock in the morning. It was the latter end of July; I remember it was the first day of Portsdown fair; I had not money enough to take coach; besides, I knew not in what direction to go, and I therefore came to the resolution of seeking information of them at Purbrook. I walked at a rapid pace through the town, cautiously avoiding all with whom I was acquainted; for this purpose also I left the main-road for another track across the fields, and I passed on unmolested by any of the gay parties flocking to the fair. What a wilderness was the world become to me! How did my heart sicken as I approached the well-known style, which once had formed the boundary of my rambles with the all-engrossing and then virtuous Clara: it was here I had carved our initials; it was here I had vowed eternal love; here once I was the happiest of mortals, and now the most miserable! Hope had left me for ever.

"I walked hurriedly forward, nor stopped on my way until I reached Purbrook, the village from whence the man had brought the letter. Here I inquired at the inn for any particulars of the fugitives, and received the information of their having started in a post-chaise for London that morning. Hunger, thirst, and the scorching heat of the sun were alike unfelt or unheeded. I started again eagerly on my way. I think I must have walked more than twenty miles, for I had passed Petersfield a long way, when I found my strength begin to fail me, and I threw myself down to rest on a bank at the road side, when, placing my little bundle under my head, I unconsciously fell fast asleep. The evening was just closing in as I stopped. For twenty-four hours I had neither slept nor eaten, and had but once drunk of a spring which I met with after leaving Purbrook. Nature now imperatively demanded repose; but she could not set the mind to sleep. The object of my pursuit was still before me. Fancy painted her who I once bevainly believed mine in the hellish grasp of her seducer, and I sprang upon my feet, as I thought, to rescue her. It was night; all was silent as the grave; I knew not where I was, nor which way I was to go —my mind was bewildered. My limbs were stiff and my teeth chattered with cold. I looked above—the stars were shining brilliantly, and my eye involuntarily rested upon the star *she* had once playfully called hers; it appeared to me pale, and overspread with a thin cloud; the idea aroused me, and my master passion, revenge, coming to its assistance, effectually banished the stupor which had well nigh overwhelmed me. 'Thy star is indeed clouded,' I exclaimed aloud, 'but it shall not be my fault if the cloud be not dispersed!' And again I pursued my journey.

"Morning soon began to break, and the freshness of the air rebraced my nerves. I stopped at a little rivulet to bathe my heated temples, and found myself much renovated. I walked on until I came to a farm-house; the inmates were just stirring. I entered the farmyard to procure a drink of milk; my request, made to a pretty country girl, was readily complied with; but she put me so in remembrance of the being I had lost, that I much fear my emotion overcame my thanks. I replaced the bowl on the table, and with a faltering voice, bade her good morning.

"But why should I repeat to you, my dear friend, the thousand anguished thoughts which, one after another, racked my heart? Those who have not experienced the trial may perhaps doubt of their having existed. You will, perhaps, be inclined to blame my yielding to the torrent of my passion as I did; and I will freely own that reason formed no part of my actions. But there is a passion—you may not have felt it—yet to which all are liable, with which reason, however strong it may be in other cases, cannot cope. Such a passion enthralled—ay, still enthralls me. I have sought in gaiety, solitude, danger, and even in religion, for a shield, and I have not found one able to protect me from its influence. Clara is ever present to my imagination; and though reason whispers she has acted unworthily, my heart acknowledges *her* sovereignty alone.

"Three days I continued my journey, taking the most scanty refreshment at any house I came to, and sleeping, sometimes in the fields, at others in some outhouse, but carefully avoiding all society. The fourth

day I found myself in the vicinity of London—dirty, wretched, and with fifteen shillings in my pocket. It was Sunday—I went into a little public-house, and made myself as clean as my scanty wardrobe would allow me, and then, though in rather sorry plight, I walked on my way. As I entered London I was amazed at everything I saw. It seemed to me that all the world were keeping holiday, such crowds of well-dressed people, young and old, were thronging every path. At length I came to a beautiful bridge—it was Westminster bridge, as I afterwards heard; and all the magnificence of London, of which I had heard so much, was now, I thought, open to my view. But I could not look with delight at anything—my sight was jaundiced, and all around me appeared to be the grouping of a fantastic dream.

"Led on by chance, which had so far been my conductor, I at length, by following in the stream, found myself in a very beautiful place, which I was told was St. James's Park. Here the assemblage of beauty, pleasing scenery, and trooping of horse soldiers, made much more enchanting by the loveliness of the day, had well nigh called forth from me a burst of delight. Perhaps at that moment the presence of an old friend might have recalled me to a sense of my duty, and have subdued my revengeful passion to its proper bounds. But at that instant, when the balance was so nicely poised, my sight was arrested by a distant view of the parties I was in search of. In an instant I darted forward, endeavouring to gain a nearer glimpse of them, but I was only time enough to see them get into a handsome chariot, waiting at the Park gate, which immediately drove off at a rapid pace. Nothing could exceed the splendour of the lady's dress; and no one but myself would have been able to recognise her at the distance. I pursued the carriage for, I suppose, a mile; I was pretty fleet, and had nearly overtaken it when it suddenly turned the corner of a street, and a number of other carriages passing at the same time, they escaped me.

"I was now in a part of the town, I knew not where, and it signified not; all parts were alike unknown to me, and unregarded; I involuntarily sauntered about the streets, and when I found myself fatigued I went into a small tavern to obtain rest and something to eat. What a situation was mine! to what wretchedness had my obstinacy reduced me! Here was I—a stranger, and an outcast, when I ought to have been a comforter to that good soul who was entirely alone in the world, if, indeed,—which I knew not—he was alive; but these ideas were at that time strangers to me. I asked to have a bed in the house, and was accommodated; and after revolving in my mind the events of the day dozed into a disturbed, unrefreshing sleep. The next day I inquired my way to St. James's Park—for that was the only place I knew of—in hopes of again seeing them, but without effect, and for several days I continued my visits to this place; when finding but five shillings in my pocket I began to consider my case hopeless, and resolved to retrace my steps. Home I had none; I, however, determined to return to Portsmouth, and if I was still unsuccessful in obtaining a meeting with Clara's seducer, volunteer to go to sea. I had no distinct plan of acting; revenge was what I burned for; all I wished was a personal *rencontre*, and the rest I was willing to leave to chance. I had proceeded fifteen miles from London, on my return, when a postchaise overtook me, but each carriage was watched by an eye which nothing could escape. In it

were the pair I had been pursuing: Clara saw me—I heard her shriek—the rest was lost in the distance: to pursue was hopeless; I could not afford to ride, but my strength and spirits were unabated. On the Monday night (having started from London on Saturday morning) I had reached the village of Cosham with an eighteenpenny piece in my pocket, and hardly any sole to my shoe. It was nearly ten o'clock, and just as I was passing a stable-yard, I saw issue from thence the man I was looking for, but as I was not quite certain, I went in and asked the ostler. I obtained from him the intelligence, that the captain, as he called him, would return there at six o'clock in the morning for his horse. I had previously been sleepy, and had felt greatly fatigued; these feelings were dissipated in an instant, and I quickened my pace in hopes of overtaking him on the road. I found he was pursuing the road leading to Havant—a distance of nearly three miles from Cosham, and although unable to come up with him, I managed to keep sight of him until he entered a small cottage in that village. My first idea was to go to the house and there obtain from him the satisfaction I required, but then I thought it could not be in the presence of Clara, and I determined on meeting him alone.

"In order that he should not again escape me, I sat myself down at the step of the door, and fell fast asleep: I was satisfied my prey was safe, and I slept soundly. I awoke soon after daylight, and looking up to the window and observing the blind down, was assured he had not escaped me. I walked some distance down the road leading to Cosham, and there paced to and fro anxiously waiting for the interview. As I said before, I had no defined idea of my manner of acting, and now that the meeting was, as it were, within my reach, scheme after scheme was thrown aside as soon as formed, and I left my course, as before, to chance. What a tempest was now raging in my heart; I had some vague notions of justice, love, and revenge, which it is impossible to analyze. My dress was disordered, my face was dusty, dirty, and haggard, and I must have looked more like a highwayman than anything else.

"The hour at length came, and I saw him approach me. I stood still in the pathway as firmly as if I had been rooted there: I was unobserved until he came close to me. On seeing me he started, and turned pale. I stood right in his way, and firmly grasping my cudgel, sternly confronted him. As I seemed inclined to dispute his passage, he halted, and demanded, in a lofty tone, what I wanted. In a voice hardly articulate for anger, I replied, 'that which Lieutenant ——— can hardly give me.' 'Who, then, are you?' he said. 'I am the avenger of Clara S———,' I replied; 'look at me again; surely you know me. Hear me, Sir,' I added, "you have stolen that poor girl from her father and me; you have ruined, and are now about to desert her: either convince me that you have married her, or let me see you marry her, or ——' 'Begone, poor fool,' he said, interrupting me; 'get out of my path;' but seeing me unmoved, he raised a weapon he had in his hand; it was a sword-stick—and struck me across the shoulder; the sword flew out with a spring and wounded me. No further provocation was required; I struck him one blow with my stick on the left temple, and he fell dead at my feet. I looked upon his senseless form, as it lay extended before me, with a kind of savage satisfaction, but I knew not then that life was extinct: ten thousand furies possessed my

breast, and I believe, had he moved a muscle, I should have repeated the blow, but he stirred not. At length the violence of my passion in some measure subsided, and, stooping down, I unloosed his neckcloth, and shirt-collar, and I found suspended round his neck Clara's miniature. What a violent tumult did this occasion; I forgot everything else, in gazing on the copy, the original of which I was never again to behold. I know not how long I continued looking on this quiet, yet speaking picture, nor could I forbear imprinting a thousand burning kisses on the callous object.

"Finding him still insensible I began to be alarmed. I ran with haste to a little brook close by, and brought what water I could in the palms of my hands, which proving of no avail, I called to a man working in a field a short distance off, and asked him to assist me in carrying him to some place where surgical aid might be procured. 'Lord blessee,' said the countryman, 'thou want'st a doctor too; look at thy hand, man.' I looked and found it streaming with blood which had flowed from my shoulder. Fortunately a cart was passing at the time on the way to Cosham, the nearest place of a doctor's residence, which stopped and received the lifeless body. I begged the countryman to accompany me, as his evidence, in the event of what I now began to fear—his death—would be material. We arrived at Cosham about half-past six, and went direct to Dr. S——: he ordered us to carry him to a tavern opposite the house, and after trying, in vain, to bleed him, pronounced him a *dead man!* With what a crushing weight did those words fall upon my heart; I who but a few hours before had thirsted for *revenge*, now found myself *revenged* indeed;—revenge was what I earnestly longed for, and my wish was granted; but oh! at what a price,—I was a murderer! God forgive me! How gladly would I then have called him back to earth, though myself had taken his place in the cold arms of death. 'Happy soul!' I exclaimed, 'what bliss is yours!' But I was not long suffered to remain in meditation. 'Who were his murderers?' was the anxious inquiry of the surrounding people. 'I killed him,' I answered instantly; 'I am his murderer; and here I stand to abide the consequences.' The news soon fled from one end to the other of the village, that a man was murdered; and a constable being called in, I voluntarily placed myself in his custody, and resigned myself to what I considered would be an ignominious end. Death, in itself, had no terrors for me, so long as it was unaccompanied by disgrace; but the death of a criminal—oh! it was unbearable; my heart was completely subdued; all my pride and every other feeling was lost in the consideration that I was now a murderer! The coroner for the county was sent for, and a jury speedily summoned. Witnesses were examined. The countryman told what he knew, and I, without the smallest reservation, told my whole story to the jury. I was obliged to bare my shoulder which shewed a deep cut; and the jury, after a long consultation, acquitted me of the crime, by a verdict of 'justifiable homicide.' They might have been right, but there was a jury within me whose verdict was more severe. I was, accordingly, liberated the same evening; but of what value was liberty to me? I was utterly reckless of everything. I drank a large glass of brandy, and then left the house, leaving the direction of my footsteps to chance.

"I had not gone far before a recruiting [illegible] approached me: he had been very successful; and the drum[illegible] flying, and the

mirth of the party had such an effect on my maddened brain, that the invitation to serve my King and country as a loyal Marine was unhesitatingly accepted. 'We shall start for Chatham to-morrow, my brave lad,' said he, 'after a good blow-out, which you seem to stand much in want of.' So, after passing a night which no language can describe, I and the other recruits were placed in a waggon hired by the serjeant, and after travelling the better part of two days, more dead than alive, I reached Chatham.

"Here, as you, my kind friend, well know, I was found in a wretched plight; and to you, and your affectionate wife, whom God long spare to comfort you, I owe the continuance of my life—a mercy I can never be sufficiently thankful to God for, since it has given me an opportunity of repenting my heinous sins. God has spared me to show me my faults in their true light; and I have sought diligently, and trust shall eventually obtain His pardon, though I so little deserve it.

"The fever which followed my fatigue of body and mind kept me on the sick list for upwards of six weeks. The events which befel me when I recovered my health it will be unnecessary to repeat; yet you must receive the only return, in addition to my never-ending gratitude, I can ever make for your kindness and disinterested friendship, in the papers I leave you.

"Clara's fate remains to be told. After our ship was paid off, we were, as you know, sent ashore to barracks, from whence you got short leave. During that time I could not resist the opportunity of making some inquiries concerning my old master and his daughter. The little parlour wherein I used to read had a window so low down that a tall person could look over the blind into it. One evening, after dark, the shutters not being closed in, I was tempted to do so. There sate my venerable master intently reading a book I could not mistake—it was his Bible, and there he found his only consolation. I could discover enough of his face to observe the deep worn traces of incurable sorrow—and I could look no more.

"I met with one whom I had formerly known: I was not afraid of recognition, for my Marine's clothing and the troubles I had undergone had so altered my features and manner that scarcely any one would have known me. I accosted him, and asked him if he could tell me where Mr. S——— lived?

"'Yes,' he answered; 'a little way down the street.'

"I then said to him—'Do you know him?'

"'Oh, yes,' he replied, 'intimately.'

"'Well, then,' I continued, 'perhaps you will be able to answer my questions, without my troubling him, for I fear he is not altogether right, from what I have heard.'

"'He is not,' replied he. 'He never recovered the death of his poor girl.'

"'What! and is she dead, then?' I inquired, anxiously.

"'Oh, yes,' said he, without taking any notice of my agitation; 'she has been dead these three months. But what may you want to know about them?'

"'Oh,' I returned, as carelessly as my emotion would allow me, 'I was once acquainted with the old man's prentice.'

"'What!' he said, 'Harry! Did you know Harry?—he that killed the infernal scoundrel who ruined Clara?'

"'Yes; the same,' I replied. 'We went to the same school.'

"'Ah, poor Clara,' he went on; 'she died three months back. She never held her head up after that melancholy business, which ended in the death of her seducer and the loss of Harry. Some people thought her mad; and I think it was enough to make her so, to lose her good name, and a faithful, kind-hearted lad like poor Harry. She lived but to throw herself at his feet and ask his forgiveness, and then lay herself down and die: but the week after the news came of his being killed, the cord which had bound her to life was broken—she died in her father's arms, and 'Forgive me, Harry,' were the last words on her lips.'

"I was entirely subdued; but a violent flood of tears came to my relief. You know the origin of that report: it was one of the few happy days of my life."

"Yes, I do remember it well, my poor Ned," said the serjeant, taking off his spectacles, and laying them on the table; "for although your proper name was Harry, you have no need to be ashamed of that of Ned: and I will tell you what I remember of the story—for he, poor fellow, was too brave a lad to talk much of his own battles. I gathered the account from the man whose life he so gallantly rescued. A few months before our return to England we were ordered to assist some troops in the destruction of some batteries and vessels in Diamond Bay. There were several ships, and all the Marines were sent ashore. I am bold to say our party was never behind-hand in these matters—and Ned was our pride. The troops, some of whom were embarked on board our ships, and our party, landed at daybreak with little opposition, and after some hard fighting in getting to the forts, we silenced them, and entirely destroyed the shipping and gun-boats; but on mustering my party, Ned, and a young fellow who was a chum of his, Bill Perkins, were found to be missing. Our sorrow was very great; but it was of no use complaining, D. D. was affixed to both names, and the report to that effect was sent to England.

"About a week afterwards, to our great surprise and joy, Ned and his comrade Perkins came alongside in a shore-boat. It appeared that in getting through the jungle before the town, Perkins had been badly wounded in the knee by a musket-ball, and had fallen. The party pushed on, and he was left with no very bright prospects before him, for he could expect nothing better than a prison, if he escaped starvation. He lay three or four hours; and at last the firing ceased. He then gave himself up for lost, as he doubted not the troops would return to the ship and leave him to his fate.

"While he was thus meditating, three Neapolitan soldiers passed along, who had been slightly wounded, or, perhaps, frightened, and had fallen—who, seeing him, uttered an exclamation, as much as to say, 'here's a fine prize,' and were beginning to rifle his pockets—though, I think, they might have spared themselves that trouble—and make him their prisoner, when he heard some one shouting out his name. He answered as well as he could; and he was fortunately heard, for the sound brought to his assistance Ned Cummings. As soon as the soldiers saw the new comer, they pointed their bayonets at him, and called on him to surrender. Ned assumed an entirely new mode of repelling a charge, and one that answered his purpose:—'He changed ends with

his musket,' says Bill Perkins, 'laying hold of the barrel, and throwing it about as if it had been a broom-stick—beat down their charge with its butt-end—and in a few minutes laid every one of them at full stretch, either dead or stunned; and then, finding himself master of the field, he took me on his back as if I had been a child, and carried me off in quick time to the sea-shore, when finding the Marines re-embarked, he took me to the quarters of the Maltese regiment, where my leg was attended to, and as I was unable to help myself, he stayed by me to nurse me. He was as good a nurse as a fighter, and attended me with as much care as if I had been his brother, until I was able to help myself.' Now, what should you think of such a man as that?' continued the serjeant.

"I say he was a fine fellow," replied little Dick, whose tongue was longing to get loose. "Such a chap as that is worth his weight in gold!"

"It is my opinion," rejoined Peters, "that a kind-hearted man is better than one of your bull-headed, fire-eating fellows, who see no danger, and, therefore, cannot feel any; but when we find a right-down good heart, there is not much doubt about courage. True courage is made of good stuff; and you may depend upon it, that the greatest of heroes will always be found to be good and kind-hearted men. Now, I always had a good idea of Ned Cummings, although he shunned me, as he did every one else, except you,"—addressing the serjeant—"but I never heard that account of him before; and I say, that a man who had done his duty nobly—to leave his ranks and go in search of a wounded companion in that way, must be a right-down noble fellow."

"He was offered his discharge when the ship got to England," said the serjeant, "in consequence of that affair, and his general exemplary conduct, but he refused it."

"I can't see," said old Tim Stuart, whom one would have thought asleep during the spinning of this tough yarn, but it appears he was not, "what harm he did in giving that fellow that cut his little craft out a lick on the head: if he'd acome athwart my hawse in that way I should have sarved him much such another trick."

"Yes, yes," replied the serjeant, "and so would most men; but still there is an article in our Printed Instructions, you know, that tells us we should 'do no murder;' and that it is, you see, that troubled poor Ned; but it's my opinion that he cared less for that than for the loss of his sweetheart; and I know by sad experience," continued the serjeant with a deep sigh, "what it is to lose all we have set our hearts on; but come," said he, rallying, "I will just finish my story; there is not much more of it." He accordingly returned to the history:—

"I could no longer disguise myself from my old friend; but taking him by the hand, looked at him earnestly, and told him who I was. He gazed on me with astonishment. 'It *is* Harry, indeed,' he said, seizing my hand; 'but I applied for you constantly at the barracks at the request of your old master, and the last time, when informed of your death, was assured of your being the man, by being shown your assumed name in a copy of the official return, and by the date of the enlistment, as well as by a letter received from Chatham, stating the ship you were embarked in. Your poor old master loved you as his child, and when I told him of your death, I thought I had caused his——and poor Clara—'

"'Say no more, I pray,' I said, interrupting him. 'I cannot bear it now; but tell me where she is buried. I must kiss the ground that covers her, and then return to seek for the death that I have as yet sought vainly from my country's enemies.'

"My old friend endeavoured, with all the warmth of early friendship, to induce me to return to my master, and forego my profession, but without moving me. He said everything to turn me; he pointed out the comfort I should be able to administer to him who was now without a single earthly tie; and if any argument could have prevailed this would have done so; but my determination to devote my life to my country's service, to which I was now become used, and the immovable heart within me, rendered his persuasions unavailing. I bound him over, with some difficulty, to keep the fact of my being alive secret; and, having obtained some direction for the grave, I went the next evening to the country churchyard, at Kingston. I had not much difficulty in finding the spot, as from the description it was not far from the tomb which contains the remains of some of the men drowned by the sinking of the Royal George at Spithead.

"As I approached the grave of Clara, and of my affections, all the love I had ever felt returned upon me as a torrent, which I could not withstand. I threw myself on the grassy mound that covered her ashes, and invoked a prayer for her eternal happiness. At the head of the grave was a stone, on which was engraved, the few and simple words that best befit the occasion,—her name, age, and death. I traced each letter of her name, and it brought the past full before me. I felt that I had nothing to forgive, for I had never suffered my heart to vent a thought against her; but now that she was beyond the reach of reproach—now that I saw all that inclosed her, I cursed my own obstinacy which had brought her to a premature end.

"I lived the last few years over again in my mind. What was her crime? She had listened to the voice of a man of the world. He had told her she was born to be an ornament to society, and not the wife of a tradesman. He styled himself a man of rank and affluence—he promised her a carriage to ride in, and servants to attend her—he told her her beauty was sufficient to command all these fine things—she listened—and what was *I* to such inducements as these. He told her I was a *poor printer's boy*. Think of this, and condemn her not—condemn rather human nature. Of all the taunts to which woman is subject, none are so keenly felt as those of ridicule. Had he told her I was poor, she would have loved me the better. Had he attempted to defame my character, throw imputations on my behaviour, spoken of the inconveniences of a contracted income, he had failed; her love would have laughed at these things; but a sarcasm, a sneer, when truth could be brought to its aid, was too much. I *was* a poor printer's boy; but this truth was too powerful a weapon for Clara, when wielded sarcastically by a cunning and designing adversary. He thus obtained a hold on her mind—she wavered—she fell—she fell not UNREVENGED: but it added nothing to her peace.

"Hours passed, and still I remained on the grave of all I ever loved. I felt transfixed to the spot. Darkness came on, I was still seated in the same posture. I ransacked my treasury, wherein was stored all the little incidents of the happy days which were now flown for ever. I thought of her artlessness—her vi[illegible] fall—and full of these

reflections, I leaned back against the head-stone, and fell into a kind of stupor.—Imagination was still busy. I thought she appeared before me arrayed in white; her loveliness seemed greater, if possible, than when living. She took me by the hand. I recal the thrilling sensation of her touch. I arose, and she led me to the church. A large party were in attendance, all gaily dressed, and I fancied myself also in the attire of a bridegroom. The church doors were open; we walked forward to the altar; the priest opened his book; again I looked at him—it was the ghastly form of *death!* The horror of the dream aroused me. It was quite dark—the sky was one black cloud. My dream—it must have been my dream—returned upon me.

"There stood Clara before me. There she stood just as my dream had pictured her, lovely as my fondest fancy had ever beheld her. Her attitude was one of sorrow, and for a time I was paralysed. At length I rushed forward to clasp the phantom in my arms, and it instantly vanished. I am not naturally superstitious; but if ever the mortal form of a deceased person visited an inhabitant of earth, Clara appeared to me.

"I sank down again on her grave: I earnestly prayed for death, and that one grave might inclose us both. The remembrance of my calling, however, restored me to a sense of my duty, and I tore myself from the hallowed spot: which I often afterwards visited. Once since that time she has appeared to me: it was only a few nights ago. I was sentry on the poop of the hulk, in the middle watch. Perhaps my mind was still full of the dream in the churchyard; but the same form crossed my path three several times, and the third time she held up a ring, and, beckoning me to follow her, vanished from my sight; and there is a something within me which tells me the day is not far distant which will eternally unite us.

"Farewell! my old and sincere friend—may the Giver of all Good things reward you for your kindness to me! I leave you the little I possess. The accompanying documents will, I have no doubt, put you in possession of my arrears of prize-money, and anything else which may be due to me. I cannot explain the presentiment I have of my never again leaving England; but it is a feeling I cannot shake off; yet it shall never, while reason holds her seat, be by my own hand. It has often occurred to me to end by some such act the troubles of my life; but I have scorned the cowardly thought; and my religion has taught me it is sin. My life was given me by my God, and it shall be endured during His pleasure. In the words of my old master's favourite I can say,—

> "'Henceforth I fly not death, nor would prolong
> Life much, bent rather how I may be quit,
> Fairest and easiest, of this cumbrous charge,
> Which I must keep till my appointed day
> Of rendering up, and patiently attend
> My dissolution.'

"It is my wish to die in fighting my country's battles, and for that reason have refused my discharge. My present employment, though unsuited to my habits, is less so than any other would be, for here my thoughts are not intruded upon. And now I once more bid you farewell; for by the time you read this I shall be in another, and I fear not, a better world. I never intended the death of any one; and for the crimes I committed I have diligently sought for, and I trust shall obtain, pardon. God bless you! "H. D."

"Such is the end of the manuscript," continued the serjeant, "and the following letter was the one he alluded to when he gave me the packet. It was addressed to Mr. S.; but as the ship sailed without giving me an opportunity of complying with the request that I would present it myself, I was obliged to keep it until I again returned to England. In the meantime the old gentleman died—it runs thus:—

"'My ever honoured Master,—Death will have ended my wretched career ere this letter reaches you, but I cannot leave you for ever without craving that pardon to my memory which I have never asked to my life. My crime against you is one of black ingratitude. You were more than my father—to you I was indebted for everything in me that was praiseworthy. You taught me to contemn all that was evil, and revere all that was good. But a cloud overshadowed me: some monstrous demon took possession of my heart—and ingratitude to my God and to you, was his attribute. The future appears now to me as one dark mass, yet at times I seem to pierce through it, and discover another and a far better country. It is there I hope to join the soul which still draws mine to it. It is there my highly wrought fancies picture a blissful meeting, when we, disburdened of this mortal coil, shall mingle in unalloyed purity. Something whispers 'peace' to me. I have asked forgiveness of my God. My stubbornness was hard to overcome, but was at length subdued, and the heart which man could not soften, God has melted. The blood which is upon my head is a grievous weight; but I fervently thank God I never intended *his* murder. I thought to avenge your wrongs, yet I sought that revenge which belongs not to man. A presentiment comes over me that in a few days I shall be the habitant of other regions: the time which remains to me shall be employed as much as possible in preparation for the change, and in the prayers I make you, who I have never yet forgotten, will be still remembered.—Adieu.

"'August 18, 18—.'

"We had left the harbour," said the serjeant, "and were at anchor at Spithead, expecting to sail the next morning at daybreak for the West India station. Advance had been paid, and, in order to prevent desertion, three sentries were planted; one in each gangway, and one on the poop; and in addition, the officer of marines was ordered to keep the first, and I the middle watch. Ned had the middle watch, and was stationed in the larboard gangway. I had the morning before taken leave of my fond wife and child; and debased indeed must be the heart which does not feel the anguish of such a separation. As might be expected, I was very low spirited, I did not enter into conversation with Ned—it would not have been right; but, as I gave him his orders, I thought he looked unusually pale. The night was pitchy dark, but occasionally illuminated by vivid flashes of sheet lightning: there was hardly a breath of wind. There is to the thinking mind a great solemnity in the quiet which reigns, during a middle watch, throughout a ship when at anchor. And this melancholy watch was accompanied with everything to cause gloom—each man seemed wrapt in his own meditations; and all things conspired to produce on my mind a feeling of utter desolation. It had just struck three bells when I observed Cummings looking very anxiously over the gangway; and, advancing towards him, I asked him if he saw anything. 'Yes,' he said,

hurriedly; 'and cannot you see that boat, yonder, lying on her oars?' and then in a firm tone he called out—'Boat a-hoy!' 'I cannot see any boat,' I said. He, however, appeared quite certain there was one, and a bright flash of lightning seemed to confirm him in the opinion. 'There,' he said; 'don't you see her now?' and stretching out, as if tently gazing at something, and trying to gain a nearer view, he vanished in an instant. There was a sullen plunge in the water, and looking over the side, he had disappeared entirely, without a struggle. He sank like a stone, and not a vestige of him was ever, that I heard of, found.

"The cry of 'a man overboard' was quickly heard. 'Keep a good look-out, sentries,' said the officer of the watch, 'and fire at any boat you see. Boatswain's-mate, pipe the first cutter away—aft there and lower the boat down—bear a hand.' The boat's crew having been ordered to be ready, in case of being wanted—a very prudent precaution—had the boat lowered down and alongside in a few minutes, and the mate of the watch—you know who I mean, Peters—was ordered to row round the ship to see what had become of the man. No trace of him was however discovered; and, after rowing about for half an hour, the boat returned unsuccessful.

"And do you think he intended to drown himself?" asked Peters, interrupting the serjeant's narrative.

"Certainly not," replied the serjeant. "I was convinced it was accidental before I knew anything of the memoir he gave me, and after reading that, the thought strikes me that a recurrence of the phantom of the brain, which he has spoken of, caused him to believe he saw something, and that, in his anxiety to see it yet clearer, he overbalanced himself and fell overboard. The sentry on the poop told some out-of-the-way story about the matter, and thus out of a simple accident, the report was circulated round the ship that Ned Cummings had been carried off in a flash of lightning."

"That fellow told me," said Peters, "that he saw a boat on the larboard beam, and that there was a white lady standing up in it; and he swore to it so positively, that I for a long time considered Ned Cummings had jumped overboard, in hopes of being able to desert, and make his escape by swimming off to the boat; but your account soon convinced me to the contrary, and I now agree with you that the ghost of his sweetheart called him to her."

"Or," added the serjeant, "his weak brain made him think so."

"And why warn't it a real ghost?" said old Tim Stuart. "You don't mane to say there aint none, do you?"

"I will never believe in such things until I see one myself," answered the serjeant.

"No more would I," returned Tim; "but I have seen one; and if you don't believe in ghosts after what I am going to tell you, why, I say you won't believe in anything. It's a great many years agone now, for I was then a young fellow, and second captain of the fore-top, and now I am an old buffer, almost seventy. I belonged to a smart frigate in the East Indies, and she was lying at anchor in Madras roads. If I'd a-ben at all in liquor, you might have thought as how I couldn't see clear; but I wasn't. I might have been cook of the mess, but I was no more drunk than I am now. 'Cause it was so hot on the lower deck, and I couldn't sleep, I roused out, shoved on my trousers, took

my monkey-jacket for a pillow, and went up on the forecastle, and thought to caulk it out; but somehow, though I pricked for the softest plank, I couldn't get a wink of sleep, so I bundled up my traps and shifted my berth a second time, and at last found a snug berth on the booms under the bow of the launch, and got off to sleep; but I hadn't been asleep long afore a something touched me on the forehead, as it might be, so—(touching his forehead)—as gentle as may be, but it waked me directly. I opened my eyes, for I had two at that time, but didn't move my head, and close alongside of me, there stood a young chap, a townsman of mine, a nice young fellow, by the name of Tom Green. So, says I to him, 'what are you after, Tom,' says I; 'when did you come aboard?' for I thought he was away in the jolly-boat, for she was away from the ship waiting outside the surf for some of the officers as was expected off, and with that he lifted up the stump of one arm, and showed it to me, bleeding, just as if his hand had been shot off; and as I was going to ask him how it happened, he vanished away all at once. So I thought he had gone down the fore-ladder into the waist, and I tried to get up to go down after him, and forgetting the boat above my head, I almost stove in my skull; but I got up, nevertheless, and down I went, but he wasn't there; and I heard a boat alongside, so I went on deck to the gangway, thinking it was the jolly-boat, and it was.

"I waited till one of the crew came up, to see about young Tom Green, for Tom was a chum of mine; and when the coxen came up the side, says I to him, 'what's the matter, Jim?' for I saw he looked a little queer. 'Why,' says he, 'we've a-lost Tom Green.' 'Lost Tom!' says I; 'how so?' 'Why,' says he, 'I'll tell you. While we was a-waiting, just paddling with the oars, to keep outside the surf, a something unshipped our rudder, and the lanyard wasn't fast,—we thinks now that a shark give it a slap with his fin,—and so we backed water until it come alongside, and Tom reached over the gunwale to lay hold of it, and haul it inboard; when all at once he sung out—'A shark! a shark!' and, before we could help him, a shark had got hold of his hand, and hauled him over the side, and we saw no more of him.'

"Now, what do you say to that? You can't say it wasn't Tom's ghost as I saw—why he stood afore me as plain as I ever saw him in my life, and then, you know, he was in the shark's maw."

"It is very strange," said the serjeant, who was evidently still sceptical. "How long had the boat been alongside before you went to the gangway?"

"Only just time enough for the officers to get out," replied Tim. "And why shouldn't the young man as you have been reading about have seen his sweetheart's ghost, as well as for me to see young Tom Green's?"

"Well," answered the serjeant, "when I see one I'll believe. So, good night, my lads, and I hope you have been amused with my story."

"Yes, very much indeed," answered the wakeful part of the community; but by far the greater part had been a long time fast asleep, and were only awakened by its cessation.

The party accordingly wished each ot[illegible] [illegible]leus for the present wishes the reader—good night.

AN INN-ADVENTURE.

A MAN is always contemptible in his own house: either his wife bullies him, and then he is a fool; or he bullies his wife, and then he is a beast: or he is not married, and winks to his maid; or is about to be married, and looks odd if you tell that useful individual, when she hands you your hat and gloves, that it is charming weather for walking: in short, a domestic fowl (which in my youth used to be called a barn-door hen) is an excellent thing—a cat is a captivating domestic animal compared to a loose hyena—but a domestic man is, of all miserable, wretched, and contemptible creatures, the most miserable, wretched, and contemptible.

I was once nearly domesticated myself. A lady (there is no use in mentioning names) had talked so many fine things about the delights of friendship, the charms of reposing upon one's laurels after so many arduous campaigns, and the sweets of a rural life altogether, that one fine morning I found myself looking out for a house in the classic shades of Hornsey-lane, with this same lady leaning on my arm, nudging me as we passed the various sign-boards of the domiciles to be let, till at last we both simultaneously paused at the ivy-covered porch of a romantic-looking cottage, rung the bell, and entered through the prettiest little garden in the world, filled with flower-pots, into the hall, about five feet square, lighted through panes of magnificent stained glass of nearly three inches diameter. Everything was enchanting. A stronger nudge on my sinister arm directed my attention to a delicious room opening on the brick wall of the garden, with a splendid view of a cherry-tree creeping up to the top beneath a very small meshed netting.

"My boudoir!"

I looked down at my enraptured companion as she whispered these words. She certainly had fine eyes. "A most capital smoking-room," I mildly responded—painting to myself a case of Havannahs on a small table, flanked by a tumbler of cold without—the windows wide open, and the cherries ripe and red. But the eyes of my friend altered their expression.

"I hate smoking; it is so nasty," she said.

"I like it; 'tis so pleasant," said I.

"Beastly!"

"Charming!"

"Disgusting!"

"Exquisite!"

And after a few more mutual exemplifications of our knowledge of epithets, I remember I made a point of objecting to the price asked for the cottage: the walls were damp, the garden insipid, the hall and its coloured-glass window a humbug, and laurels a most uncomfortable article to repose upon. Only think of me without my cigars and accompaniments! Domestic felicity!

The true place to live at is an inn. By inn, I mean hotel, tavern, pot-house, or any place presided over by a landlord and a bar-maid. There life, hope, and happiness have room to expand themselves without taking the roof off, as might be the case in private dwellings. Black- people—who, by-the-by, have generally very dirty

six, I find myself thus depicted:—After stating my age to be something beginning with 4 —the last figure being worn out—my brow is declared to be "middling;" my eyes black; my hair ditto; my nose large; my mouth ditto (this is a mistake, except when I yawn); my chin and face oval; my height six feet two; and the "signes particulieres," that I am wonderfully thin, and that I s-q-u-i-n—squin—why, the blockheads don't mean to call the agreeable uncertainty with which I distribute my glances by so shocking a name as a squint? But with these slight exceptions the portraiture is very accurate; and, in fact, I have attestations of the resemblance from most of the Ambassadors in Europe. But how Lord Stuart de Rothsay, Pozzo de Borgo, Baron Cetto, not to mention our own Secretary-of-State, can take their oaths that I squint, can only be understood by believing that political people, not being able to look straight-forward themselves, are determined to reduce every one else to the same condition. Heaven be thanked that they have left me any eyes at all!

After this lucid explanation I shall lose no more time in introducing myself to the reader's acquaintance, but proceed at once to give him a taste of the quality of my memorandum book. The results of fifteen or twenty years' travel and observation are comprised in a very few pages, as I never indulged myself in the ridiculous practice of writing out at great length any remarks I might make at the time; and as to noting down distances, history, antiquities, or such nonsense, I left all that sort of thing to people who gallop through Europe, with a measuring line in one hand and Eustace in the other. At page sixteen I open my note-book, and see the following entry:—"Saltzburg—Spread Eagle—the Doctor"—the interpretation of which is,—that the Spread Eagle is the inn I patronized in Saltzburg, and that there I made acquaintance with a professor of the healing art. How well these few words recall the whole circumstances to my mind! but as they will most likely have no such effect on the mind of any one else, I propose to relate a little more at large the incident to which I allude.

It was in October, 1836, that I first made my *entrée* into the noble old town of Saltzburg. I had walked from a small village at the foot of the Devil's Horns, dined at a little inn near the old Roman Camp; and, tired and hungry, thrown myself on a chair in the public room of the Spread Eagle, rejoicing that my journey was over, and that supper was nearly ready. Four plates were on the table, and a fifth being added on my arrival, showed that our party was to be small. I could be very eloquent, if I chose, on the delights, positive and prospective, of my situation; but it will be sufficient to say that I smelt roast turkey, and that my feet were on the fender of a noble wood fire—for even in October the nights were bitterly cold.

I was so buried in pleasing anticipations that I scarcely observed the entrance of my fellow-expectants of the above-named turkey, till short quick steps sounding along the wooden floor made me turn round to see who it could be that was marching to the music of his own iron heels. It was a little old man, closely wrapt up in a prodigious cloak, over the buttoned-up collar of which nothing was to be seen but his nose and eyes: but such eyes! They looke [illegible] ·ibs in full fire, and the point of his nose seemed red-h[illegible] ·ar them.

Involuntarily I cleared the way for the new comer to draw his chair near the fire. He sat down without taking any notice of my civility, undid his cloak, and giving it to one of the waiters, told him, in a hollow voice, to announce his arrival to Wirth Bengel, and bring in supper directly. In a moment he was obeyed. The landlord made his appearance; the dishes were all uncovered; we sat down to supper, and every body seemed to be in such awe of the little old man, that I began to suppose he was one of the arch-dukes in disguise.

Wirth Bengel treated him with the greatest respect, and, I remember, helped him to the breast of the turkey. After a while, however, the restraint wore off; the other two gentlemen were quiet easy-going people, that stuffed and gormandized with the zealous assiduity for which their country is famous, and I began to enter into conversation with the object of my curiosity.

Short unsatisfactory answers were, for a long time, the only rewards of my attempt; but after he had nearly suffocated himself once or twice in his endeavour to perform the double achievement of masticating food and maintaining a conversation, he placed his knife and fork deliberately across his plate and fixed the tremendous eyes, which had struck me so much, upon my face, with so long and persevering a gaze that I had some thoughts of chucking the little individual among the logs upon the hearth for his impertinence; but there was certainly something in the creature's stare that kept me silent and quiescent.

"No," he said, at last; unscrewing, as it were, the glance he had run into me. "No,—there is no other symptom about you; but, by heavens, Sir, a disregard of so noble a supper as this; talking idly with so stately a dish as that at your very nostrils, is a most dangerous sign. I have given number four to many a man on less decided grounds."

"Number four!" I said. "What do you mean?"

"A strong room—grated windows—bread and water."

"What!" I interrupted; "is talking at supper such a crime in Saltzburg that you put a poor fellow in prison for it?"

"Prison!" said the little man, drawing back as if offended at the supposition. "Bah!"

There could be no manner of doubt that it was my imperative duty to deposit the insolent charlatan on the fire; and I was rising for that purpose when our good landlord interfered, and explained to me that the worthy gentleman meant no offence, but was in some measure displeased at being mistaken for a jailor: "though, indeed, he turns the key," added Boniface, with a grin, "on many an unruly character."

"Let me but finish my supper, gentlemen," said the little man, resuming his knife and fork, "and then I flatter myself you will find me a very pleasant companion; but in the mean time——." Here the clatter upon his plate, and the fulness of his mouth, prevented his farther observations from being heard.

We amused ourselves as well as we could, though I confess I was anxious to see a little more of the oddity I had fallen in with. The other gentlemen did their best to be agreeable, but were evidently subdued by the presence of the silent gormandizer. However, even the weak wine of the country does not altogether fail in setting the tongue moving, and after a while we became a little more animated.

The subjects we touched on were very miscellaneous, but at last we got very deep into a discussion upon the supernatural, and I must say of all the superstitious people I ever came across, there are none to be compared to the inhabitants of quiet old out-of-the-world sort of towns like Saltzburg. There is something very ghostlike, to be sure, in the dark, hollow-sounding convents, and half-decayed nunneries of that venerable relic of ecclesiastical dominion; its grass-grown squares, massive houses, and the sombre turrets of castles and religious establishments, frowning on it from the deep woods that cover all the neighbouring heights, give it an air of sadness and solemnity that accords very well with the "tales of the wild and wonderful" that are devoutly believed by the population. Ghost stories, however, are the most easily forgotten of all others; whether it is that they are as unsubstantial as the things they treat of, or are not sufficiently attended to to be remembered; and, therefore, I shall not trouble myself with the apparition that is seen every new moon in the church of the Augustines; but when we had finished one or two appalling stories of that sort the old man broke in upon the conversation.

"Let us have no more ghosts, gentlemen; I never heard a ghost story that had anything like a moral to it; but there is an anecdote I will tell you—true as Gospel, though very supernatural—that has a most useful end,—no ghost fading away behind high altars; no spectre carrying a lamp or dagger, but a veritable incident, of the effects of which I myself am a witness."

We pressed him to let us hear the story, and drawing nearer the fire, and assuming the air of a man giving a public lecture, he thus began:—

"Gentlemen, nobody but fools pretends to be unbelieving even in devils and witchcraft. The existence of such beings cannot be proved, and therefore people that affect to be very wise shake their poor empty heads, and refuse point-blank to give any credit to them, as if it needed ear, eye, and touch, to convince oneself of the reality of anything. Gentlemen, this world is not made of cheese, or mud; there are many things on it, to be sure, that are visible, smellable, tangible; but the greater portion of nature is composed of the shadowy and immaterial. As for myself, I go to the very opposite extreme from your cold, unideal Rationalists. With me, whatever is incapable of material proof is therefore an existence."

"Beg your pardon, sir," interrupted one of the gentlemen who had supped with us, and who, I believe, was settled as a general merchant in Trieste, "that does not hold good in a court of law; particularly in the article of debts. Unless you can bring a complete proof, the existence ——"

"Hush, my good man," continued the narrator; "we are not talking of bills of lading, nor invoices of sugar,—poh! you've put me out entirely;—but what I was going to say, gentlemen, was this,—that I believe in the devil. Yet I can claim little merit for this belief, on the score of his being impalpable to the grosser sense. I have seen him, touched him, smelt him."

The little old man's voice grew deep and solemn; his eye flashed with a gloomy, almost supernatural light; and when he perceived that our attention was fairly fixed, he proceeded,

"Yes, I have seen him, touched him, smelt him. Ha! gracious Heaven, what sound was that?"

The merchant from Trieste, whose scepticism, as to legal debts, had now entirely disappeared, nearly sprung off his chair in his alarm; and somehow or other we all edged in our seats a little nearer to the fire.

"I see," continued the strange old man, with a satisfied smile, "I may now go on.—'Adrian Egloffstein was certainly the handsomest officer in the Bohemian Light Hussars. He had a fine expressive face, and eyes so bright and beautiful, that till you had conversed with the owner of them some time, you could not persuade yourself that they belonged to a fool. They would have served to convey the noble thoughts of Schiller, or to flash an accompaniment of lightning to the war songs of Theodore Körner; but, alas! their light was only from colour and configuration; the soul brightened them no more than a dead oyster. But the portion of his charms which Adrian himself admired most warmly, was his hair; long brown ringlets that would have done to sweep gracefully over the snowy shoulders of Cleopatra, hung down over his epaulets. He looked like the unshorn Apollo that you may see doing duty as the frontispiece to Swiggyboozer's mythology—a sort of effeminate Sampson, to whom a wig would have been perdition. Adrian was very unwilling that so brilliant a meteor should be lost in fog, so he omitted no opportunity of showing his bright locks to the best advantage. In theatres—at balls—wherever Folly collects her votaries, Adrian waived the honours of his head. His oils and brushes at last diminished his fortune; a perfumer was a more expensive luxury to him than a stud of race-horses to an English Duke; and when, in addition to this extravagance, he became a gambler, and in addition to gambling became a lover, and the object of his love a widow;—you will easily believe that the young cornet was sometimes sufficiently puzzled to find the necessary funds for so many different expenses. One night he was seated at a hazard table; luck had been long against him—he had lost nearly everything he had, and still resolutely played on. The lamps one by one were extinguished as the several tables were deserted; one bright flood of light poured its illumination on the young man's head; he moved his finger in an agitated way through the silky tresses—the throw was against him, and at that moment the clock struck twelve."

"Curse on the dice!" exclaimed Adrian, "and you, sir," he added, fiercely turning to a good-natured looking man who had been leaning over his chair, "'tis you that have brought me bad luck."

"I was just going to advise you," replied the stranger, with imperturbable good humour, "not to force Fortune. She will be favourable to you some other time."

"No, sir," cried Adrian, encouraged, perhaps, by the placidity with which his former petulance had been borne; "you are the cause of all my losses. I have lost every throw since you came near me; so move off from my chair, or take a seat and play."

"I have no pleasure in play," replied the other; "I always win!"

Adrian looked at him in blank amaze. "No pleasure, and always win!"

But the banquier, who perceived the object of the stranger's bravado, challenged him to a proof of what he said. After some attempts at an excuse he at last sat down; and drawing a ring from his finger, handed

it over to the banquier, and asked him what sum he would stake against it. The banquier, after attentively surveying the stone, proposed to cover it with five thousand florins.

"'Tis worth ten thousand," replied the stranger, taking the box; "but to show you how sure I am to win, let it stand for one. He called, and threw. "I never fail, you see;" he went on with the same equanimity as before, replacing the ring on his finger, and depositing the rouleaus of gold in his pocket. "To lose occasionally would be delightful, but alas! alas!——"

To hear the melancholy tone in which he spoke, one would have thought the stranger had met with some great misfortune. The mouth of Adrian would have been death to an army of flies. He could scarcely close it again. At last, however, he found words to express his amazement, but the stranger drew him into a corner of the room. "My good friend," he said, "I am afraid you have some ground to accuse me of being the cause of your bad luck to-night. People, indeed, seldom win when I stand at their backs. Let me make up your losses." As he said this, he pressed the rouleaus he had won, as well as the ring, on the astonished Adrian.

"Oh, no—'pon honour—quite impossible," hesitated the handsome youth, passing his hand through his beautiful hair;—"couldn't indeed, but I'll throw you for ——"

"Nonsense, my good friend; you would lose to a certainty," said the other; "yet, as it is only a false pride that keeps you from accepting these trifles, let us make an exchange."

"Oh, with all my heart."

"I have been struck with your splendid curls."

"Oh!" said the young man, quite pleased with the compliment.

"If you will cut me off one of them, which I require for a chemical purpose, I assure you I shall think I have had a good bargain of them at so paltry a price."

"One of my curls!—impossible—;" but a thought came over him of the huge rouleau, and the ten thousand florins' ring. "Will any curl serve your purpose?"

"Oh, yes,—behind the ear—anywhere."

The bargain was soon concluded. Adrian pocketed the money, and put the ring on his finger, while the stranger carefully deposited the glittering lock in his pocket-book. Something, however, struck Adrian very unpleasantly in the expression of the stranger's face.

"Pray, sir, may I inquire what you will make of my hair?"

"Oh, merely a spring to catch fools with. I extract all its magnetic properties, and coil it into a mystic rope. If you require more money at any time you shall have it on the same terms; but remember, wherever my scissars touch, the hair never grows again."

A thought of horror rushed through Adrian's soul; he fancied how dreadful it would be to be bald.

"But how am I to find you if I require you?" inquired Adrian.

"Only *wish* for me—I shall be at your side in a moment."

"But your house?"

"You shall see it next time we meet."

The happiest man in Prague that night was Adrian Egloffstein. A gentleman, he thought, who carried Peru upon his shoulders had no occasion for military fame; he accordingly left the army, and gave him-

self up more than ever to the cultivation of his beauties and the winning of the beautiful widow. But, somehow or other, the lady seemed always to like him in exact proportion to the value of the offerings he made her. A shawl was certain to obtain a smile; and he accordingly could not tell what might be the reward of a brilliant box of jewels which had long been the chief ornament in the court jeweller's shop. The Empress was reported to have wished it, but to have found it too dear. Adrian resolved to apply to his philosophical friend once more, and set the finishing blow to the rivalry of Count Diethelm. This was a gentleman who nearly equalled Adrian in the widow's favour, though he never, so far as could be discovered, made a single present to the object of his flame. A prodigiously strong bold-looking man was this same Count, whose horrid looks sometimes disturbed the comeliness of Adrian's tresses by making them stand on end. Adrian hated him as only cowards can hate; the Count laughed at him, and fools cannot bear to be laughed at.

The jewels were ordered. The widow was apprised of the magnificent offering that awaited her, sweeter smiles than ever lavished on the hero, and a wild look of anger cast on him by the Count, that made him almost wish he had the wings of the dove that he might flee away. It was now, however, too late; but his money was all gone; his debts were very pressing, and the jewels were to be paid for on delivery;—what was to be done?

"How I wish I could see him again!" he said, one evening, despondingly.

"You want me?—I knew how it would be," said a well-known voice. "Come with me to my house." Adrian was too much frightened to ask how he had come in. "Shall you need a great sum?"

"Prodigious," stuttered Adrian—"almost too much, I fear."

"Oh, never mind the amount—you have plenty of locks to spare—come along."

Through street, square, and alley walked the two, Adrian all the time so stupified as scarcely to know what he was doing. They came at last to a noble house beyond the Boulevard, passed through a garden filled with flowers of all scents and hues, looking fresh and beautiful in the moonlight. The sides of the door were ornamented with two prodigious sphinxes carved in stone; and when Adrian looked on one of them he almost fancied that a human eye glanced on him from the granite head. Swallowing his fear, he followed his friend.

"You know who I am, I suppose?"

"No—have not the honour of knowing your name," replied Adrian, confused and dreading he knew not what.

"But though you don't know my name, you know that I am——"

"A very wise philosopher, Sir, and very fond of hair," replied Adrian with perfect simplicity. "And by-the-by, Sir, as you seem so learned, can you tell me whether the report be true that there is a treasure buried in my garden?"

"I know it well," answered the other—"it is under the old willow at the bridge. Ah, you will find the full value of all the money you receive from me lying snug in the old chest. So spare not whatever I give you: when all of it is spent, you have still the treasure."

"But how is it to be found?"

"On a saint's night, by moonlight."

"Must I be alone?—for I have always had a horror of that very spot."

"I shall be with you—fear not!" As he said this, the stranger laid his hand upon his shoulder: it seemed like a mountain of ice, and Adrian shuddered beneath the weight. "But to business—this sack contains a hundred thousand florins—will it do?"

Adrian's heart again beat high—"Charming! Oh, it is worth every hair on my head!"

"Half of them will do," answered the stranger with a smile; and the scissars were diligently employed, yet with such wondrous skill as only to thin the luxuriant curls without making the loss very apparent. "You will probably need me again to-morrow—remember where I live—number 203, the fifth gate beyond the barrier; and now, good night."

Adrian went home, carrying the sack in his arms. Slipping quietly into his house, he called his faithful domestic, old William, who had been in his family for fifty years, and giving him strict charge of the treasure, went quietly to bed, to dream of the splendid jewels and the smiles of the young widow. In the morning the jewels came home, and when he was paying for them he emptied the shining guldens on the table. Horror and death!—from the bottom of the sack rolled out a human skull! Adrian's knees smote together; but gathering courage at last, he took the dreadful object in his hand, he flung it with all his might into the garden. It groaned as it flew through the air. But the jeweller was waiting: the money paid, and the case with many protestations of admiration dispatched to the widow. Two notes came in answer—one from the lady to say that from that hour she had dismissed Count Diethelm; and one from that gentleman himself, containing a challenge to the favoured swain.

What! young, rich, happy in his love—to be shot by a bloody-minded fellow like the Count; the thought was dreadful, and Adrian almost sank in the agony of his fears—"I will visit my friend," he exclaimed in his distress; "he will help me."

Through street after street paced Adrian; he reached the barrier. There were but four houses beyond it, and the last was numbered 202. He knocked at the little low door, and made his inquiries of a withered-looking old man smoking his pipe in a corner of the dingy little apartment. "Who lives next door to me, Sir?" said the man, taking his pipe from his mouth—"A gentleman occupies the premises just now, who seems to enjoy the airy situation. I put on his neck-cloth for him last week."

"Airy situation," repeated Adrian puzzled—"neck-cloth? I mean, my friend, to ask you where is number 203?"

"Yes, and I tell you: you see it from this door; the gentleman is not ashamed to show himself."

Adrian went to the door, and looked in the direction pointed out by the old man. He saw a bare expanse of country before him, and on an eminence at a little distance a building of some sort which he could not distinguish clearly.

"That's it," said the old man with a grin, seeing the direction of his eye: "it is the gallows, Sir; I put the tenant into it last week."

With a shudder of abhorrence Adrian rushed from the spot, entered

his own house again, and with increased anguish saw on the table of his room the skull which he had thrown out of the window! He covered his face with his hands; but while he was sunk in this state of almost senseless despondency, the door noiselessly opened, and a gentleman entered the room. When Adrian opened his eyes the intruder had laid aside his cloak, and was sitting quite composedly in the opposite chair. "Away, away!" cried Adrian, "you have deceived me!"

"A little, I grant you," answered the stranger, "as to the number of my house; but that's a trifle. Come, do you want more money?"

"No, no," cried Adrian; "why did you ever speak to me? why did you oppress me with your offers?"

"I—I oppress you?—you must be joking. You knew who I was the moment you paid the jeweller: to that I have a witness."

"Where?" said Adrian with a start—"who knows anything of what has passed between us?"

"The gentleman now smiling on us from the table," replied the other with a laugh: "our friend you see has lost his eyes, but he is a very good witness notwithstanding. Cheer up, man, I am ashamed of you. If you want my help, place but your hand upon the skull, and name my name, I shall be at your side like thought."

When Adrian recovered his self-possession he was alone, if alone he could be called in presence of the hideous witness.

"His name," he said. "I know not his name. Oh, that I had never known him! and he is gone, too, before I had time to tell him about the challenge. Oh, if I am shot! if I die in such a cause, with such a treasure in the garden!—and surely care and plenty of Macasser will make my hair grow again. Oh! life is too delightful to be risked." In a paroxysm of despair he rushed forward, and seized the skull.

"Wild, dreadful, mysterious being! I adjure thee by—"

"Why, you are quite romantic to-day," said the stranger, gaily; "you invoke me as if you were acting a tragedy. Your will?"

"Help—help—life!"

"All of them. The Count's pistol shall miss its aim. You shall come out unscathed—be confident and bold."

Adrian looked up relieved—he was alone—a loud crack as of a pistol-shot startled him; and when he turned to the table, he saw the skull with its brow shattered to pieces, and, rolling down the ghastly cheek-bone, a drop of blood!

This was almost too much; but so debased had Adrian become that a knowledge of his personal safety was a consolation to him in all his fear. I need not tell you, gentlemen, of the duel. It will be enough to say that on the signal being given, Adrian fired, and his adversary fell dead from a wound in the forehead, exactly in the spot where the brow of the skull had been broken.

"I fired in the air!" exclaimed Adrian. "I never meant to hurt him."

"He is dead, notwithstanding," whispered the stranger, who had apparently watched the transaction behind some bushes. "You must fly; I am ready to help you."

"Curses on you!" cried Adrian, wringing his hands. "And double curses on me, if I ever apply to you for your help."

"We shall see," said the stranger, as he slipped off among the trees. "In the mean time, I think I perceive the officers of police."

Adrian was arrested—was tried, found guilty, and sentenced to imprisonment for life. His friends did all they could to obtain a remission of his punishment, but the law was inexorable. Yet though a pardon was found unattainable, it was discovered that a sum of money, properly applied, would open the prison door. But without the stranger's assistance, where was the money to come from? Adrian resisted a long time; whether from a horror of what had happened, or from a dread that the next application of the scissars would make his baldness still more perceptible, cannot now be discovered; but from whatever motive his obstinacy proceeded, he resisted the most tempting offers. At last, however, a note from the widow, offering to share his flight, decided him. The adjuration was made, and the mysterious stranger, as usual, made his appearance.

"You wanted money; see, I have brought you some."

Adrian did not speak.

"Tush, man, this is childish—am I not your friend? Come, come, you can be happy in a wig—for I am sorry to observe that your locks are thin and bare."

This was the climax of all Adrian's woes; and he heaved a sigh that might have blown out Vesuvius. But the scissars were relentless—the last hair was clean clipped off, and Adrian was again alone. The money, however, set him free—he went into a country where he was not known, and became celebrated as the inventor of a self-ventilating toupee. His extravagance and gambling still continued—for he felt quite assured that after all his money was gone he had a treasure equal to all he had received waiting for him in his garden.

When at length his last florin had disappeared, and starvation stared him in the face, he slipped back into his own country, and, attended only by poor old William, who had never forsaken him, he got, undiscovered, into Prague. Watching for the mystic time, they proceeded one blustery night, when the church celebrated the martyrdom of a saint, into the well-known garden. A watery moon feebly struggled through a mass of clouds, and the wind every now and then howled fitfully among the leafless branches. Stealthily they crept through the weed-covered neglected garden, and found the little bridge at the foot of the old willow. Adrian put his spade in the ground, while William stood by almost paralyzed with his terrors.

"The light more this way," said Adrian, "and don't tremble so."

The old man held the lantern as he was told—Adrian dug on—all was silent except the wind sighing mournfully, and an owl high up among the branches of the willow whooping its perpetual cry.

"That is a bad omen, dear master," said William. "Oh, let us leave this place."

But Adrian's avarice had now mastered his timidity.

"Hush!" he said. "I feel something hard—it sounds like iron—we shall reach it soon;" and he dug with greater energy than before; but William's fears increased with every moment.

"Only listen," he said, "to that owl—it is now sitting on the hand-rail of the bridge—hear its to-w[illegible]"

"Leave the cursed owl alone," cried Adrian. "Here is the chest at last. Help me to get it out."

The servitor obeyed.

"'Tis not heavy," said Adrian. "Perhaps 'tis only a notice of where the treasure is hidden. It cannot be worth all the sums I have received—"

"Not here—Oh, for the sake of Heaven, don't open it here!" exclaimed William. "The owl has come closer than ever. Its eyes are glowing like fire. Let us go—let us go!"

"Silence!" cried Adrian, harshly, and forced open the lid of the chest.

At the bottom of the box, coiled into a rope with a running noose at the end of it, lay all the beautiful long hair, which had been such a source of wealth and misery to its owner!

The owl screamed louder and louder—the branches of the old willow shook and rattled as if a storm passed by—strange sounds of joy and laughter filled the air—and, overcome with fear and cold, William sank senseless on the ground. When he came to himself, he looked up at the old willow, and from the lowest branch he saw Adrian swinging, and evidently in the last struggles.'—

"Did he hang himself in his own hair, Sir?" inquired Wirth Bengel.

"He tried it, Sir," replied the little gentleman, with a knowing shake of the head, and buttoning up his great cloak as if to depart, "but he cannot try that experiment again. His hair is never allowed to be a quarter of an inch in length."

"What! Adrian is alive, then?" I asked.

"Ay, and will soon be well, I hope. He is let out of number four."

"What! he is ——?" and I pointed to my forehead.

"If you will come and visit me to-morrow, you shall see him, and judge for yourself. He will tell you the story exactly as I have told it. He believes every syllable of it; and if you will take it as a parable on the danger of yielding to temptation, or falling in love with widows—or as a homily on the inadequacy of wealth to satisfy a fool's fancies, it will not appear so dreamy or madlike as you suppose."

With this our companion wrapt his cloak closer round him, bowed to the party, and went away. We heard him next minute galloping along the street, and lost his horse's tread only when he turned round by the Benedictines on the road to Trieste.

"Who is the gentleman?" said I to the landlord.

"Don't you know the great Doctor Wolfgang?" answered Wirth Bengel—"the best mad doctor in the empire—his cures are extraordinary—he once cured an English Captain of Dragoons, and that confirmed his reputation."

"A mad doctor!" I muttered; "and the little rascal would put me into number four—dev—"

A short time, however, restored me to good humour; and on whispering a few cabalistic words into the ear of Master Bengel, I found myself puffing huge clouds of incense, and inhaling more glorious perfume than any yielded by "Sabean odours from the spicy shores of Araby the blest."—N.B. At the Spread Eagle in Saltzburg they give you Turkish tobacco.

DICK SWIFT, THE OCEAN RACER.

It is an old saying that some men are born to be lucky, while others are just the reverse. It often occurs that some will use the utmost industry and perseverance to gain an especial point, but fail in their attempt; while others, who take little or no pains, meet with success. Thus it is with journeys by land and voyages at sea. Two vessels may leave the same port for a distant country, and although one may sail many days later than the other, yet it often occurs that the vessel which sailed last reaches its destination first. So may it be said of Richard Swift, the master of a trader betwixt London and Hamburgh; who was so remarkable for making quick passages, that he obtained the cognomen of "Dick Swift—the ocean racer."

He was allowed to be a capital sailor, and when he had become accustomed to a vessel, he never liked to part from her; for he would find out her trim to an inch of canvass, and he was not a man to spare a sail or ship either: let the wind blow how it would, he despised to take in a reef. If such advice was ever offered to him, his reply invariably was,—"it loses too much time,"—or, "What's the use of having canvass on board if you don't use it?" He never could bear the thoughts of reefing, and if it was said to him that the wind did not serve, he would reply,—"then it must blow us back again, that's all. If I promise to sail at a certain hour, I must go."

During the short cessation of hostilities between France and England, in 1802, several vessels were freighted for Hamburgh, Amsterdam, and other eastern ports. One morning as the sky cleared, and rendered objects visible at a good distance, the "Good Intent" (a trader) was going a good six knots an hour, with a fine breeze aft. Her Captain was a careful man, and, as the weather was rather squally, he did not care to carry too much sail. His general maxim being—"better to be a few hours later, than come into port with a shivered topsail."

He had taken up his telescope, and was looking out astern to see what other vessels were on the same course, when he suddenly exclaimed,—"Hey-day! who is this coming along in such haste? With sky-scrapers and every inch of canvass set, as if there was not a capfull of wind stirring. I'll be bound it is Dick Swift. See how he skims along, leaving every vessel astern of him. I suppose he'll be alongside of us before long, notwithstanding we sailed a tide before him." Captain Dixon was indeed a true prophet; the vessel which had at first appeared as a mere speck on the ocean, gradually enlarged until it was close astern of him.

"How are you, Dixon? How are you?" said Dick Swift. "Fine breeze this, eh?"

"Why, where the deuce are you going in such haste?" inquired Dixon; "for you carry canvass enough for a seventy-four."

"I am on hasty business," responded Swift. "The owners desired me to be as speedy as possible, and I always wish to act according to orders. I have been accustomed to do so ever since I was mate aboard a man-of-war, and as the resolution is both good and lawful, I don't wish to break it. By-the-by, that's a good craft of yours, Dixon, and she sails well; but *mine sails better*. There she goes like a beauty,

cutting through the water like a shot. Good-bye, Dixon, I must get on: my vessel's impatient you see, and so am I, and can't wait for you; good-bye; I shall see you in Hamburg; I'll tell the agents you are coming."

Swift's vessel had now shot a-head of Dixon, and in a few hours was nearly lost in distance.

"There he goes," said Dixon. "The fellow has the devil's luck and his own too. I often wonder he doesn't meet with some accident, for he flogs his ship most unmercifully. So, so, here's a heavy squall coming; I see it running along the water's edge. Make all snug there, and let's receive it as quietly as we can. Down with your royals. My word for it Master Swift will leave some of his tackle overboard if it catches him."

The squall came quickly on: it was a severe one; but the wise precautions of Dixon prevented any mischief on board his ship. It passed over quickly, and the weather becoming more serene, Dixon hoisted his royals, and with a steady breeze aft, he cut through the water at eight knots an hour, which was jocosely termed one of Dixon's gallops.

"Now, I must have a look after my friend Swift," said Dixon, as he took up his glass. "Ah, there he is; the squall has just got hold of him. Madcap! He'll lose some of his canvass, or I'm mistaken. There; there goes his top-sail. I expected as much. He's getting pretty close on Cuxhaven, tho'! Well, well, I shall not be many hours after him."

Dick Swift, who had made the best use of his time, was within ten leagues of Cuxhaven when the squall caught him. He was down below at the time, and the mate, who was then on deck, perceiving its approach, gave orders to strike the royals and reef the trysail. But no sooner were the words given, than Swift came hurrying on deck, and with stentorian voice roared out,—"Hold, topmen, let the sails alone. Who the devil told you to reef and strike?" said he to the mate.

"A squall coming on, Sir," was the reply.

"What the devil has the squall to do with us," replied Swift. "I don't suppose it will blow us out of the water; besides it loses time to reef, and shake out; and I hate your lazy snail's gallop."

"Are we to hoist the royals again, Sir?" called one of the topmen.

"No, never mind," replied Swift; "since they are down, let them remain so." It was well for him that they were struck, for when the squall reached him, it came with such violence that, in spite of all his skilful manœuvring, it carried away his top-mast and tore his mainsail to ribbons. However, he got to Cuxhaven without any other damage, and soon reached the bourse at Hamburg, where he did not forget to boast of his quick passage, and the number of vessels he had left behind him. Dixon came in the next morning, without a stitch of canvass being injured. Swift began to banter him. "Well, Dixon, how are you? You have arrived at last, eh! Slow work, slow work, eh!"

"If it's slow, it's sure," replied Dixon. "When I come into port I bring my vessel in complete, with every stick standing; I don't come towing into port without a topsail; or my mainsail cut to ribbons, like other people that I could name."

"Oh, d—n the topmast," retorted Swift; "it was old and good for

nothing, and now I shall get a new one: so I gain by the loss: and as for my trysail being a little torn, it is but a few yards of canvass spoiled; and my owners don't mind that now and then, provided I make a quick passage."

"Well," said Dixon, "I see it is no use to argue with you, for you have an answer for every thing. But I must leave you, for my time is short here. I must get my cargo on shore, and be off again in three days."

"Why, what's all this bustle about?" inquired Swift.

"That's more than I know," said Dixon. "All I can tell you is, that the ship is taken by three English families, who leave for London immediately, so I am bound to sail with or without a cargo."

"Well," said Swift, "I'll walk with you to the quay; but spite of all your bustle and haste, I wouldn't mind laying a wager that I see the Thames as soon as you."

"Time will show, time will show," said Dixon; "but don't loom too large, lest you should be mistaken."

Thus did these two sons of Neptune beard each other until they reached the quay.

Swift had made so many remarkable voyages that he was well known over the eastern coast, and whenever any shipowners wanted to ensure a quick passage Dick Swift was sure to be eagerly sought after. He was once master of one of the Hull traders, and a fleet of them had dropped down to Grimsby, and thence to Spurn; where, finding the wind adverse and blowing stiff from the south-east, and fearing to be blown on to the stony binks, they remained at anchor waiting for more favourable weather. The following day Dick Swift got his cargo on board and dropped down to Grimsby with the tide, where he anchored, and got every thing in good sailing trim, not meaning to bring up at Spurn-light, if the tide would last him long enough. Next tide, away he went with all the sail he could muster, and when he arrived at Spurn he found all the others, that had started two tides before him, lying at anchor. He lay-to for a short time.

"Why, what do you all do here at anchor?" said he, "when you ought to be out at sea?"

"Why, you wouldn't have us go to sea in such a gale of wind as this?" replied the master of a vessel, who lay alongside.

"To be sure I would!" replied Swift. "I am not going to lose time here; I am off to sea, blow high or blow low, the owner's business must not be delayed because the wind blows stiffer than usual. So good-bye to you all, I mean to see London the day after to-morrow."

Swift was as good as his word; he sailed immediately, and reached London safe and sound in forty hours. Many of the shipmasters felt ashamed at being left behind, and resolved to sail after him; but they had delayed so long that they lost their tide, and when it ebbed again the wind had chopped right in their teeth, so that they were detained a day longer in consequence; and when they got to sea the gale had dropped into a calm, and they made but slow work of it. Dick Swift got his cargo landed, and was soon freighted and ready for sea again. Many inquiries were made respecting the other ships, to all of which he replied, "He supposed they were at Spurn waiting till he went back to tell them what news was stirring in London."

Dick Swift, having got his clearance, set sail on his return to Hull. When he reached the Nore he found several of the Hull traders at anchor, and he did not forget to congratulate them on the quick passage they had made. His jeers made them rather sore; but there was no help. When Swift got into the Sweyn he found the rest of them, and he saluted them all as he passed. There was one vessel commanded by Joseph Benton, who had not been in the habit of speaking very favourably of Dick Swift; and he made a point of passing close alongside of him, and giving him a fillip—"Good day, Mr. Benton," said Swift: "any news at sea—are all well at Spurn Point?"

"I don't know," responded Benton, rather sulkily—"what's the news in London, if you come to that?"

"The news in London!" echoed Swift—"I know of none, excepting that there were a great many anxious inquiries after you and the rest of the traders; but, however, you will now have an opportunity of getting to the Nore this evening, and to London some time or another, although a west wind is not altogether the sort of thing to work up the Thames. So good-bye to you, old friend—bad luck now, better another time." So saying, Swift brought his vessel to the wind, and was soon out of sight.

Captain Dixon made all possible haste to get his ship cleared of her cargo, and made the necessary preparations for the accommodation of his passengers who were about to quit Hamburg. Dick Swift had also discharged his cargo, and was waiting for a freight to take back to England, while the necessary repairs were going forward on board his ship.

It was about this period that Buonaparte had made rapid inroads into the German territories, and the non-intercourse decree was passed. Dick Swift and Captain Dixon happened to be at the Bourse, when one of the merchants called them aside, and told them that he had private information that an order had arrived from the French authorities to seize on all English shipping in the Elbe. "The devil they will!" exclaimed Swift. "They must look sharp to catch me, then."

"What do you mean to do?" inquired Dixon.

"What do I mean to do?" echoed Swift. "Why, cut and run to be sure. It will soon get dark; there is a night tide, and it shall take me out to sea, before any of the French mounseers shall know my anchor is weighed."

"But how will you get to sea without your topmast, and with your trysail cut to ribbons?" said Dixon, ironically.

"Under such circumstances," replied Swift, "I'd go to sea with nothing but an old blanket for a trysail; and I don't mind betting you a glass of grog that I reach the Thames before you."

"Done," said Dixon. "You have generally won your wagers when you betted on your speed, but I think I am safe for winning this time."

"That remains to be proved," said Swift. "I shall leave you now and get on board, and see about putting a few stitches in my trysail, and I'll be bound we'll be able to rig something by way of a topmast."

"And I must go down to the quay, and see about my passengers," said Dixon; "for if the French are going to get to windward of us, I must look out ahead, and keep clear of the breaking waters."

"Away with you, then," said Dick; "but don't forget our wager."

They parted; each taking his way to his ship. Swift was not idle a moment—he set all hands to work, in order to repair the damage sufficiently to enable them to set sail with the next tide.

Night came, and Dixon, who had warped out quietly, got to sea unobserved. Dick Swift had greater difficulties to surmount—he was obliged to have his work done quietly to prevent any appearance of bustle on board, lest it should create suspicion, for the French authorities were on the alert; but, seeing the tattered state of Swift's vessel, did not imagine he had the most remote idea of going to sea that night. Swift was, however, keeping a sharp look-out, and the moment opportunity offered he cut his cable, and silently dropped down with the tide; and as soon as he got clear of the other shipping, up went every stitch of canvass he could muster. A stiff breeze sprang up from the eastward—he was hailed by several vessels, but no answer being returned, a shot was fired at him; but Swift's good fortune stuck to him—he dashed along, spite of all obstruction, and got out to sea. The armed corvette which had fired at him cut her cable, and went in pursuit; but Swift, who knew every inch of the coast, shaved every sand or shoal so close, that the corvette fell into the snare, and getting a little too much to the larboard of Swift's track, stuck fast ashore, where he had the mortification of seeing Swift escape, as well as hearing three lusty cheers given in derision.

Swift was now safe on the German Ocean—plenty of sea-room, and a stiff breeze from the east; his trysail was rather the worse for its late accident, and the bit of spar he had rigged out for a top-mast cut a strange figure: but, notwithstanding all these disadvantages, he contrived to make good way. When daylight broke upon him he could see Dixon's ship a long way ahead of him, and he could not help exclaiming—"I think my glass of grog will be lost this time." A fog came gradually on, and obscured the other vessels from his view. Dick Swift, however, set his bells agoing, and disdaining to lay-to as others had done, made the best of his way; and in twenty-four hours, when the fog cleared off, the English coast could be discerned like a black streak running athwart the ocean's bosom. The wind had been pretty stiff, and Dick Swift had nearly met with an awkward accident before the fog cleared off, as he got foul of a large ship, which carried away his jib-boom.

He, however, reached the Thames without any further damage. As usual, he was the first in. A few hours after, he saw a vessel coming in: a short glance convinced him it was Dixon.

"Halloo, Dixon!" said Swift. "Where the deuce have you been loitering? Why, you were twenty miles ahead of me before the fog came on."

"And how the deuce did you get in so soon?" said Dixon. "And where's your jib-boom?"

"Why, as to that," replied Swift, "I can't exactly say *where* it is. All I know is, that it went overboard in the fog, and as I was in haste I couldn't stop to look after it."

"Ha, ha, ha," said Dixon, laughing heartily. "A pretty sailor, to come into port without a jib-boom."

"I confess," said Swift, "I confess I've lost my jib-boom—but I've *won* my grog."

FRAGMENTS OF THE PENINSULAR WAR.

BURGOS.

FROM THE NOTES OF A STAFF-OFFICER.

The evening of the 4th of October, 1812, was very fine. Groups of Spaniards occupied the distant heights, and a stillness reigned around very different from the noise and confusion heretofore prevailing in this siege. At five o'clock Lord Wellington, accompanied by Lord Fitzroy Somerset and his aides-de-camp, assembled within a short distance of the castle of Burgos, to witness the springing of a mine, which had been constructed under the wall of the third line of works after incredible labour and great loss of life. Colonel Jones was on the spot to superintend its firing, and the 24th regiment was to storm. The signal being given, the mine was sprung, presenting an excellent breach, and in ten minutes the lower line was ours.

For some time before this period, the firing from the garrison had ceased, but they were making ample preparations, for they knew what was coming, and on the instant of the explosion they opened from all their defences with great and small arms, directing some heavy guns from the castle on Lord Wellington's party: several shot and shell went amongst them, but without accident.

Nothing could exceed the brilliant conduct of the 24th regiment, commanded by Capt. Hedderwick. This battalion, in two bodies, entered the breach now made and a smaller one on its left at the same moment, in the most energetic manner, without firing a shot, and the enemy fled to the second line. From former failures the interest excited by the taking of these works was very great, and it was hoped that now the siege would be brought to a favourable termination.

Our loss included some valuable officers: amongst the rest Colonel Jones, our best Engineer, badly wounded—an incalculable loss at this period. We had now only left of that department, Colonel Burgoyne, Lieutenants Reid and Pitts, with four sappers and miners; Major Thompson, of the 74th, and Lieut. Neville, of the 30th, Assistant Engineers, who had seen service as such at Badajoz; and of heavy artillery under Colonel Dickson, there was none of any importance to carry on such a siege against the formidable batteries and means opposed to us. A lodgment was formed before the captured breach, notwithstanding the heavy fire and the skill of General Dubréton and his garrison: they incessantly rolled live shells upon us from the second line, which incommoded our working party greatly.

It was now nearly night; the 24th had been relieved by a detachment of the Highland brigade, when the French sortied with considerable vigour drove our working party before them, and upset the gabions and sandbags of our lodgment. At this time Lieutenants Pitts * and Neville† greatly exerted themselves, and, with their Highland comrades, at length succeeded in driving the enemy back, but not before the latter officer fell severely wounded, having had a personal contest with two French soldiers, and a narrow escape from being covered with earth by

* Lieut. Pitts, killed afterwards in the Pyrenees.
† Lieut. Neville, now Captain, 63rd Regiment.

their working party. He had the good fortune to find Lieut. Pitts close enough to grasp his foot and make himself known, when he was carried to his quarters by a serjeant of the 79th, to whom in gratitude he offered his watch, but the serjeant declined it: on inquiry it was found that the latter was killed a few nights after in an unsuccessful attempt on the second line, along with his intrepid officer, the much-lamented Major the Hon. C. Cocks of the same regiment, who had devoted himself to conquer or perish. This casualty leaves the 79th without a field-officer, Major Lawrie having been killed in the first attack on this place.

BADAJOZ.

FROM THE JOURNAL OF LIEUT. P. K., 88TH REGT.

On the 6th of April (1812) the fate of Badajoz was decided. The breaches were both reported practicable by the Commandant of Engineers, and the moment fast approached which was to end our painful toils. The enemy's fire never ceased the whole morning, and seemed to thunder forth defiance. Lord Wellington again reconnoitred from one of the surrounding hills, and, having determined upon storming the place that night, the flank-officers were assembled, and the names taken down of those daring spirits who volunteered to lead the forlorn hope; and upon this occasion, as upon all others where honour pointed to the path of glory, the 88th furnished one of the bravest of the brave in the person of poor Whitelaw, a young Irishman, who led the advance with the ladders against the castle, and fell mortally wounded. The reader will ask, what recompense did he or his family receive? I answer, none—he died in extreme agony in a Spanish hovel, unnoticed and unknown!

The yawning breaches now seemed to call upon us to advance, and end our suspense by victory or the grave. At seven in the evening the order arrived to complete the men in ammunition and flints (not painted sticks to resemble cartridges—vide "Memoir"), and at half-past eight we formed. The plan of attack was as follows:—General Picton, with the 3rd division, was ordered to attack the castle by escalade; a strong detachment of the 4th division was to assail the ravelin of St. Roque; General Colville, with the remainder of the 4th and the light division, was to attack the breaches which were in the bastions of La Trinidad and Santa Martha; and General Leith, with the 5th division, was to make a feint attack at the south side of the castle, which was to be made a real attack if circumstances proved favourable; and a strong body of Portuguese troops was held in reserve.

In this order, at about ten at night, the whole advanced in that profound silence that rendered the approaching storm more terrific. The 3rd division was not perceived until they arrived at a little river not very distant from the works, when we distinctly heard the entire line of French sentries give the alarm, and the whole guns of the garrison seemed as if by signal to open at once. The breaches soon afterwards were clearly defined by the continued blaze of fire from the enemy's musketry; and the roaring of the guns from every quarter seemed only to act as a stimulus to perform a service that perhaps no other troops would have accomplished with equal intrepidity. Incessant volleys of grapeshot were poured on our division as we advanced, accompanied by

fire-balls, which too plainly showed them our numbers and situation, and as clearly pointed out to us the difficulties we had to surmount. By quickening our pace we succeeded in getting so close under the wall that the guns could not bear upon us; but the brilliant fire-balls, which mocked all our efforts to extinguish them, burned so vividly as not only to enable them to direct their musketry, but also to hurl with fatal precision every kind of missile upon us.

The ladders being at length placed, the troops, with three cheers, courageously ascended, and nothing was soon heard but mingled cries of despair and shouts of victory. Several ladders, having too great a weight upon them, broke down, and the men were precipitated on the bayonets of their comrades below; nor did this in the least check their impetuosity—they continued to rush up in crowds, determined to reach the ramparts or die in the attempt. The ladder I mounted—like many others—was unfortunately too short, and I found that no exertion I could make would enable me to gain the embrasure or to descend. In this unhappy state, expecting immediate death from the hands of the ferocious-looking Frenchmen in the embrasure, I heard a voice above call out, "Mr. ——, is that you?" I answered "Yes." And the same voice cried out, "Oh, murther! murther! what will we do to get you up at all, at all, with that scrawdeen of a ladtherr?—but here goes, hould my leg, Bill;" and throwing himself flat on his face in the embrasure, he extended his brawny arm down the wall, and seizing me by the collar, with Herculean force, landed me, as he said himself, "clever and clane," on the ramparts. In the same manner five more were landed; and thus did this chivalrous soldier, with noble generosity, prefer saving the lives of six of his comrades at the risk of his own, to the rich plunder which everywhere surrounded him. And who do you think, Mr. Editor, this noble soldier was? Why, Sir, it was the gallant Tully O'Malley, a private in my company, an Irishman, and one of the "ragged rascals."

Tully O'Malley having just landed me, as he said, on the ramparts, I found myself standing amongst several French soldiers, who crowded round the gun in the embrasure. One of them still held the match lighted in his hand, the blue flame of which gave the bronzed and sullen countenances of these warriors an expression not easily forgotten. A grenadier of the 103rd leaned on the gun and bled profusely from the head; another, who had fallen on his knees when wounded, remained fixed in astonishment and terror. Others, whose muskets lay scattered on the ground, folded their arms in deep despair; and the appearance of the whole group, with their huge bushy moustaches, and mouths blackened with biting the cartridges, presented to the eye of a young soldier at least an appearance sufficiently formidable.

"Don't mind them fellows, Sir," said Tully; "they were all settled jist afore you came up; and, by my soul good boys they war for a start, and fought like raal divils, so they did, till Mr. S. and the grenadiers came powdering down on them with the war-whoop. Och, my darlint, they were made smiddreens of in a crack, barrin that great big fellow you see there with the great black whiskers, bleeding in the side, and resting his head on the gun-carriage. He was the bouldest of them all, and made bloody battle with Jim Reilly; but 'tis short he stud afore

Jim. He gave him a raal* Waterford puck that tumbled him like a ninepin in a minute; and, by my own sowl, a puck of the butt-end of Jim's piece is no joke, I tell you, for he tried it on more heads nor one on the hill of Busaco."

Away then flew Tully to join his company, forming in double quick time, with several others, to oppose the enemy, who were collecting an overpowering force at one of the gates of the citadel, apparently with an intention of charging and driving us from the ramparts. They had already opened a most galling fire of musketry from this dark gateway, which was warmly returned by our soldiers, whose impetuosity could no longer be restrained, and they charged through the gateway, led by my gallant friend Lieutenant Davern of the 88th, and were received by a shower of balls; but the massive gate being closed little impression was made. A second and third charge were likewise made without effect, when a number of the light infantry of the 74th and 88th, assisted each other to climb up on the arch-way over the gate, and opened such a destructive and unexpected fire down on the French (who thought themselves quite secure at the other side), that a general panic seized them, and they fled with the utmost precipitation and confusion, followed rapidly by our men, who now dashed through the gateway without opposition.

Several gallant soldiers were put *hors-de-combat* here, amongst them Major Murphy of the 88th†, whom I found quite exhausted, and unable to move from loss of blood, not having been able to bind up his wound, which I had no sooner accomplished than we moved on. However, the panic of the enemy was but momentary, for the retreating soldiers soon met a strong body of their troops advancing at the *pas de charge*, when they instantly turned round and fired into the middle of the column of their pursuers, by which many of our gallant fellows fell to rise no more. But the struggle was short, and being chiefly decided by the bayonet, the French again fled, leaving the rampart literally covered with dead and wounded, amongst whom were the most forward of their officers, whose long, narrow-bladed sabres, with brass scabbards, instantly changed masters. One who lay on his back wounded made several thrusts at the sturdy Ranger, who was endeavouring to disarm him, who in the encounter had awkwardly caught the sharp sword-blade in his hand, and was so severely cut that he was preparing to rush on his antagonist, when the buckle of the Frenchman's waist-belt instantly flew open, and the sword was thrown to him; but Pat was angry, and was not now satisfied with the sword only, for perceiving a handsome silver-mounted calebash by the officer's side, he coolly transferred it to his own shoulders (first taking a copious swill), and gravely addressing the wounded man, said (while re-loading his piece),—"Now, my tight fellow; you see what you lost by your contrariness." "Ah, Monsieur," said the Frenchman, "je suis grievement blessé, rendez moi mon calebache, je vous en prie." Grieving for your calebash—is it that you mane?" said Pat. "Why, then, I'll tell you what—no man shall

* Rielly was a Waterford slip.

† The conduct of Lieut.-Colonel Bridge of the 5th, in this escalade, and this attack, in which he fell, has been already recorded in our pages.—Ed.

say that Pat Donovan ever deprived either friend or foe of his little dhrop of dhrink—and there 'tis, for you!" "Grand merci, grand merci!" said the officer. "Oh, don't bother yourself axing mercy from me," said Pat; "but take my advice," said he, as he bawled loud and slowly in his ear, so as he thought he must understand him. "Keep roaring mercy—mercy—mercy to all our fellows as they come up, and, by Gor, they'll not take the least notice in life of you." "Ah, merci—merci—c'est fait de moi—c'est fait de moi," repeated the poor wounded young Frenchman. Fatal presentiment! One short hour only had elapsed ere we returned. He lay on the same spot, but his spirit had winged its flight to that place "where the wicked cease from troubling, and the weary are at rest;" and the gallant, daring Frenchman was already numbered with the dead.

In the meantime the cheering of our men, and the animating bugles sounding the charge, made those below so anxious to share the glory of their comrades, that many dreadful accidents occurred from the breaking of the ladders, in consequence of the crowds that still attempted to ascend. However, at length we had the satisfaction to see reinforcements pouring in from all points, and securing the prisoners, who scowled upon us with sullen and disappointed looks; and, although they surrendered without hesitation to their British conquerors, and perhaps, after all, with a better grace than the troops of any other nation under such circumstances, yet, when taken by the Portugueze they could not restrain their rage, and manifested towards them a degree of contempt and indignation which cost many of them their lives.

The enemy's fire meanwhile continued with unabated fury, and those still under the castle wall were dreadfully shattered by the fire from the side batteries. In short, the carnage was so frightful, that the approach to the wall was now over the bodies of their dead and dying comrades, which caused a peculiarly revolting feeling not easily forgotten by the fiercest soldier. At this period, also, the uproar in the town exceeded all description; great guns roaring; musketry blazing; men shrieking from the agony of their wounds; bells ringing; and dogs barking, in such numbers, and with such fury, that it would seem that all the canine species of Estramadura were imprisoned in the fortress. Add to this, the sounding of our bugles in all directions, and the French drums beating with hurried and redoubled violence the *pas de charge*, whilst a murderous fire of shot, shell, and musketry poured on the 4th and light divisions, who rushed boldly forward the second time to the breaches, nothing appalled by the carnage and failure of the first attack; but all attempts to force the breach were fruitless.

Most fortunately the success of the 3rd and 5th divisions rendered it unnecessary to continue any further attempts to force the breach, and the troops were withdrawn on the joyful intelligence arriving that the castle was taken. The French heard the news with the utmost astonishment and dismay, and commenced a hasty retreat to Fort St. Christoval, on the opposite side of the river.

During these operations the troops were engrossed in disarming and securing the prisoners. Among others, I happened to capture and save the life of the Colonel commanding the artillery in the citadel, at the very moment our men pursued him at the point of the bayonet. He threw himself upon me, and finding I understood French, entreated that

and territorial revenues arising from timber licenses, the sale of lands, the commutation of first rents, and other minor sources: these revenues which, under the management and control of the Crown, were so usefully employed in the payment of the civil list, and in promoting the settlement of the country, have lately been ceded to the House of Assembly, and it remains to be seen how far this last great concession to the demands of that body will silence their complaints, and advance the prosperity and happiness of their constituents. The gross amount of revenue at present collected from all sources does not fall far short of 100,000*l.* currency per annum.

The Supreme Court of Judicature, composed of a Chief Justice and three Puisne Judges, meets at Fredericton four times a-year: but, to the honour of the people, crimes of an aggravated character are of so extremely rare occurrence, that in no other court, perhaps, are the Judges so seldom called upon to perform the more painful duties of their office. In a country thinly settled, where labour is in great demand, wages high, land cheap, and provisions plentiful and moderate in price, there is little temptation to the commission of those offences against property which occur so frequently in larger cities and more densely peopled countries, even if the people were not—as they undoubtedly are—restrained from crime by the higher and nobler principles of religion and morality. But here my praise on this head must end; for in no region of the earth does litigation form a more prominent concern of life: nowhere are lawyers more numerous, or the peaceful man less secure from the toils and meshes of the law. For this various reasons may be assigned,—such as the conflicting claims and questions arising out of imperfectly defined boundaries; encroachments of the lumbering parties on private property, or on the Crown reserves; with the seizures and confiscations consequent upon a ruinous and artificial system of truck and credit, under which the unwary and imprudent settler is often tempted to embark largely in the lumber business, and to involve himself in difficulties which, sooner or later, must bring his goods and chattels to the hammer: add to these the law of escheats, faulty and disputed title-deeds, and the course of litigation is complete.

The commercial prosperity of New Brunswick is wholly dependent on the timber trade, and on the continuance of those protective duties under which it has attained its present flourishing condition: the capital invested in saw-mills and other branches of the trade is very large, and the transit of this staple product of the country gives employment to 300,000 tons of British shipping, of which about 80,000 tons belong to the merchants and shipowners of the province. Ship-building is also carried on extensively, and at St. John alone nine or ten large vessels, averaging 600 tons each, may be seen at the same moment on the stocks. Surely a trade of this magnitude and importance will not be lightly sacrificed to foreign interests, or to an interested party at home. It should never be forgotten that the northern powers may, as they have already done, combine against us, and that we may again see the ports of the Baltic shut against our ships. To what quarter are we then to look for our supplies of timb[illegible]ur American colonies, when those who have embarked [illegible]he trade shall have been ruined by an alteration in [illegible]s them to compete with the foreign mar[illegible]ndependent of the rest of the wo[illegible] to her as a maritime power.

The legislature has always evinced a most laudable anxiety for the promotion of education, and a very liberal portion of the public income is annually appropriated to this important object. Each parochial school is, by law, entitled to receive 20*l.* per annum for the maintenance of a teacher, provided that an equal sum shall be subscribed, for the same purpose, by the parishioners: and it may thus be said that the blessings of education are brought within the reach of every cottage in the country. Grammar-schools are also established in different parts of the province, and at the head of the system of instruction stands the University of King's College, at Fredericton, founded under a royal charter, and sufficiently endowed to dispense its benefits, upon easy terms, to those classes which in older countries seldom look beyond the parish school. It must, however, be acknowledged that the advantages of this excellent institution are closed against a great majority of the people, who are Dissenters, and will not send their children to a college in close connexion with the Church of England, and whose professors are all clergymen of that Establishment; and it is certainly to be desired that its sphere of usefulness should be enlarged by such liberal modifications of its charter as would conciliate that large and influential body, and obtain their support, instead of their hostility, to an institution which, under such circumstances, might render great services to the country, by removing those prejudices which now induce conscientious sectarians to send their sons to complete their education in the States, where they are, at the same time, exposed to a course of political instruction that will scarcely tend to make them better citizens under a monarchical form of government.

The province forms an archdeaconry of the extensive diocese of Nova Scotia.

I cannot close this letter without saying a few words on emigration —a subject in which I am well aware you, in common with every true philanthropist, take a deep and lively interest. It is, indeed, a subject of vast importance,—not to these new countries only, but to the empire generally, and one which will always seriously engage the attention of a government desirous to promote conjointly the prosperity of its colonies, and the welfare of the parent state, whose redundant and increasing population urgently demand new openings for honest industry and labour.

Hitherto the measures of government in favour of emigration have been of too negative a character to place its advantages within the reach of the unemployed poor and working classes, whose relief should form the prominent feature of any regulations on the subject; and it may be feared that the late alienation of the Crown domains will operate as an insurmountable barrier to the adoption of any liberal arrangements for the future benefit of these objects of public sympathy and care. By the cession to the House of Assembly of his Majesty's casual and territorial revenues, the home government has virtually surrendered to the local legislature the management of the great national interests attached to colonization; the surplus funds accruing from land sales and timber licenses can no longer be applied by the metropolitan government in establishing and supporting a system of emigration, calculated at once to benefit the colony, and to relieve from the horrors of starvation the thousands who are known to exist in Ireland destitute of the commonest necessaries of life; and no colonial legisla-

ture, however well disposed, can be expected to lay aside their own narrow views, and local interests, for the purpose of adoping a code of colonization founded on those broad principles of national utility, which can alone render its operations beneficial to the empire as a whole. It is, indeed, painful to reflect how much the interests of humanity may suffer from a measure which has delegated to a provincial Board the right of legislating for those vast possessions to which the poorest of the people might, under other circumstances, have looked for an escape from penury and want.

I shall, for the above reasons, confine my observations to such brief items of intelligence as may be useful to you in your communications with those who possess the means and inclination to seek a provision for their families in a country where numerous children are still considered as part of his wealth by the labourer and farmer.

The quantity of land available for settlement in New Brunswick I have already stated to be immense, and I will now add that its minimum price is 3*s.* 6*d.* currency per acre. The voyage out is shorter, easier, and much less expensive, than that to either of the Canadas; and the numerous timber-ships which are constantly arriving (almost entirely in ballast) at the commercial capital, St. John, afford the ready means of transport, while the interior water-communications materially facilitate the emigrant's inland journey to his ultimate destination.

The demand for labour is very considerable, and the rate of wages high: artificers earn from 4*s.* to 7*s.* a-day, and even the common labourer may average from 2*s.* 6*d.* to 3*s.* a-day; at times, indeed, the supply of common labour is so limited that a man may gain 6*s.* or 7*s.* a-day, during the busy season, at the seaports. It would be, however, dangerous to draw conclusions from data which are so obviously liable to fluctuation, and I shall best, perhaps, correct any erroneous impressions which the above statement might convey, by adding that I do not believe that the country can at present annually absorb, beneficially, more than about six thousand of the handicraft and labouring classes. To those, on the other hand, who are in possession of a small capital, the province presents an ample field for settlement; and, provided they are industrious, and can command a certain supply of labour within their own families, there need be no fear for the result. But it cannot be too frankly stated, that this is no country for the gentleman farmer, who, unable to put his hand to the plough, must put it so often in his pocket, that he will speedily arrive at the conviction that there is nothing either pleasant or profitable in a residence upon a wilderness estate. There are, of course, exceptions to every rule, but I can by no means recommend any of our half-pay brethren, who can in any way make the ends meet at home, to seek to better their condition in the wild woods of America, however low the terms upon which property may be obtained: for if land be cheap, labour is proportionably high: an acre cannot be cleared (leaving the stumps in the ground) for less than 4*l.*, and I have known few settlers of this class who have succeeded in establishing for themselves a comfortable home in the wilderness. Until the price of labour, therefore, is reduced, let no deluded half-pay subaltern be tempted to come here for the sake of a free grant, with the obligations of residence and improvement attached to it!

THE KAFFIR WAR.

No. VII.

After the death of the chief the troops halted for half an hour, and the late event naturally became the subject of conversation amongst the officers, and the cause of various surmises with respect to the line of conduct Colonel Smith was likely to adopt; indeed, it appeared to most of us, that having lost our guide, the only alternative left was to retrace our steps to his Excellency's camp, and apprise him of the untoward, though unavoidable, event. But Colonel Smith showed himself to be of a different opinion, as he determined on pushing on through the mountainous passes, thinking that we might yet have time to overtake the cattle: the boldness of this determination can only be fully estimated by those officers who were present. In the heart of an enemy's country, intersected with mountains and rocky ravines, without guides, and with but three days' provision, this small body of troops advanced, not knowing the numbers which might at any moment rush down upon them, and totally ignorant of the nature of the country to which the cattle track might lead; but hazardous as the attempt was, the result proved that the officer in command was worthy of the school in which he had been brought up. As it is more than probable, that had he commenced a retreat after the death of the chief, the whole of the natives of that part of the country would have fallen on him, and endeavoured to obstruct his march towards the Kye, and particularly the passage over that river, which, in the most favourable season, is no easy task, and although, ultimately, they might, or rather would, have been beaten off, yet it never could have been effected without considerable loss.

At about two P.M., moving off, we pursued our course along the ridges of the mountains, as far as was practicable, until five P.M., when we arrived in sight of the Bashee—a large and beautiful river, and a most welcome sight to many of us, who, tired with the continual chase of a phantom, fondly hoped that this river would put an end to our labour; but, alas! no such happy destiny was in store for us, as with the view of the river, we also caught sight of cattle feeding on the opposite mountains, and immediately commenced the pursuit of them. The distance from the commencement of the descent on the one side, until you reach the opposite bank, is fully as far as that of the Kye river (being above eight miles); the path, which was only a cattle tract, led down a steep mountain studded with mimosa, and after crossing the river, which at this place was above 300 yards wide, we found that the only means of ascent was through a rocky gap, admitting but one man at a time. Halting the infantry at a kraal overhanging the river, the mounted men continued the pursuit of the enemy, and about nine P.M. returned, having captured above 3000 head of cattle, and inflicted some loss on the Kaffirs; and this they effected after having been marching more than twenty-one hours, with the exception of a halt of two hours in the morning.

Deeming it probable that there might yet be some cattle remaining, Colonel Smith (of whom we may well say "nil actum reputans, si quid superesset agendum") resumed his march at two A.M. (13th), leaving Lieut. Ross, Cape Mounted Rifles, with a sufficient number of men to

protect the captured cattle, and guard against insult, while he moved in the direction of the Kokha (a river running half-way between the Omtata and Bashee), at the same time detaching one hundred Hottentots down the left bank of the latter river to the sea, there to bring up their right shoulders and to move towards him, so as to ensure the capture of any cattle there might be remaining.

The bush (or jungle) on the banks of this river is more of the forest kind than that of the rivers nearer to the colony, growing high enough to enable the infantry to march without much stooping; this, however, they could only do in parts, such as Kaffir paths and elephant tracks, with which the bush was intersected; the remainder of the jungle (as we looked to our flanks) being altogether impervious from the thorny underwood and creepers, which, twining round the stems of the lordly forest trees, presented an insurmountable barrier, and, by preventing the rays of the sun from penetrating to the earth, formed a fetid and extensive morass, for some miles. On emerging from this bush we arrived at a fine grassy plain, capable of feeding thousands of cattle, and, certainly, well adapted for the purposes of concealment, being surrounded with lofty mountains. The grass here was luxuriant even to rankness, and so high as in some places entirely to conceal the column: add to this the dew, which in all hot climates is heavy, and especially on the banks of a large river imbedded in hills, and you may conceive, that after some hours' marching the men were not in an enviable state. But although drenched as if they had been walking through a horse-pond, and after such a march (as I have described) on the previous day, not a man fell out, and truly their spirit was proved,—as after all this labour, and four hours' marching, we found, alas! that we were like to the

> "King of France, who, with twenty thousand men,
> Marched up the hill, and then marched down again;"

for, on gaining the top of a small hill, we were regularly enclosed in a *cul de sac* of mountains, from which there was no escape but by the path through which he had already marched; we were, therefore, compelled to retrace our steps, and having, at length, got clear of this villanous combination of wood and water,—to our horror and dismay, we beheld the head of the column ascending a lofty mountain which lay on our left, and formed part of the chain running eastward between the Bashee and the Umtata. Wet, tired, and hungry, few there were, if any, who did not heartily curse the ascent; at least, I can answer for myself, but as we are taught that the road to virtue is steep and stony, yet the reward to be attained at the summit will repay you for your trouble, so was I fully recompensed for my virtuous efforts in walking on my own legs instead of my horse's, as on reaching the top I found in a Kaffir kraal—"Pish," says my reader (if I get one), "you found that of which you are always talking—an old cow, or goat." No such thing, most courteous reader, but seven fat capons, which, you may be sure, were soon caught, and much sooner devoured [illegible] ow to account for the agreeable presence of these delicio[illegible]

Amongst the Amapondas (as also a[illegible] he Amakosi dwelling to the eastward of the Bashee) [illegible] form the war plumes and head-dre[illegible] rest of the Amakosi, who use the fe[illegible] cock is a quarrelsome bird, and pr[illegible] vation of

his feathers, and also as a check to his irascible qualities, they reduce him to the situation in which we found him,—many thanks to them, as it tends to make them fat and tender, as I found. Continuing our march, we arrived at the Kokha river, and could plainly distinguish the line of the Umtata; but finding that all the cattle had been driven away, and ascertaining from a Fingoe, who came up to us, that Hintza had sent orders to that effect full two days previous to our arrival, Colonel Smith deemed it advisable to return to his bivouac, as it was now late, and the enemy were assembling in numbers all round us; and besides, our chief object (the cattle) had been removed.

The country we passed through during this day's march appeared to have been peculiarly blessed by the Almighty, as it is not only well watered, but so fertile, as to produce three or four crops in the year. The writer himself saw Kaffir corn just rising from the ground—corn bursting forth in ear—corn ready for the sickle,—and lastly, corn stacked; and this all within six miles. Really,

> " 'Twas a goodly sight to see
> What Heaven has done for that delicious land."

A splendid climate, abundance of water for every purpose, irrigation or otherwise; luxuriant pasture; game in profusion; and land only requiring cultivation to return two-hundred fold to the industrious farmer. Such is the country (or part of it) in which, if we give credit to the plausible tales of a pseudo-philanthropic faction at home, the frontier Kaffirs would have been starved if Sir Benjamin D'Urban had expelled them over the Kye. But to proceed, and avoid digression: the enemy were rapidly collecting, and began to hang about our rear, annoying it, and showing a greater contempt for danger than I had hitherto witnessed amongst the Kaffirs, many of them lying down in the grass close to the column, jumping up as it passed, shouting and brandishing their assagais, ready to cut off the first man who left the ranks for a moment. On reaching the bivouac we found it surrounded by savages, sitting on the rocks and mountains, a little beyond the range of musketry, and evidently disposed to make some attempt for the recovery of the cattle; and here, to our extreme sorrow, we were informed of the death of Major White, an officer on half-pay of the 25th Regiment, who was serving with the Army nominally as Deputy Adjutant-General to the Bugher forces, but really for the purpose of completing a topographical survey of the Kaffir territory (as far as was practicable in war), in which he had been employed since we crossed the Keiskamma. He had often been expostulated with by many of the officers—to all of whom he had endeared himself from his many excellent and amiable qualities—for his imprudence in exposing himself to the chance of being cut off by the enemy, as he has been known to have remained alone for miles in the rear, wholly absorbed in his favourite pursuit. This day he ascended a hill overlooking the camp, accompanied by four rank-and-file Cape Mounted Rifles, as an escort. These he posted at different points, but unfortunately, having placed his instruments in the neighbourhood of the bush, some Kaffirs crept up [illegible]d, and, suddenly springing on him while employed on [illegible] gaied him, along with the corporal; the others escap[illegible] ough the enemy. A party was instantly sent from [illegible] ore they could reach the spot the Kaffirs

had dispersed, having completely stripped the bodies, and carried off the guns, instruments, and the whole of the map at which Major White had been labouring so sedulously for months, and which ultimately led to his death. He was buried by his comrades' bayonets; and in a petty Kaffir kraal, on the banks of the Bashee, lie the remains of a man who had been of the greatest use to the inhabitants of the frontier, from his activity and talent, and who was possessed of every qualification best calculated to render him a warm-hearted friend and an agreeable companion.

Every precaution was now taken to guard against surprise, and to repulse the enemy in case of an attack, which appeared most probable, as their numbers were momentarily increasing; and by their violent gestures they appeared to be exciting themselves to mischief. It was scarcely dark ere they made a most spirited attack on the guard, as a screen to an attempt for the recovery of the cattle. Creeping within the line of the sentries, and mingling with the oxen, it was scarcely possible to distinguish them; whilst the shouts and war-cries of the thousands around us, along with the lowing of the cows, afforded a striking contrast to the quiet and cool demeanour of the small garrison in the kraal, who, drawn up in a circle, calmly awaited the onset; but the steady and determined resistance of the picquet, under Captain Lacy, 72nd Highlanders, was soon successful; and the enemy, having been repulsed in the first attempt, did not make another during the night, having evidently suffered too severely to repeat it.

The detachment of Hottentots, which had been sent to the sea had not yet arrived, and much anxiety was felt concerning them, as every moment was precious, and we knew that, if we were compelled to wait another day, the numbers of the enemy, already ten times greater than ours, would be so much increased as to render our return a matter of great difficulty. Happily, about eleven o'clock at night we heard shots at a distance, and in another hour they arrived, having been marching, with little or no rest, from two o'clock in the morning, and that after the march on the day previous. They reported that they had not seen any cattle, but that the Kaffirs were numerous and daring.

The next morning (14th) we commenced our return to the General's camp, driving our spoil before us. The passage of the river was effected with much difficulty; but we succeeded in bringing off the whole without loss. To add to our labours, some Fingoes in the neighbourhood put themselves under our protection, and daily increased in number, until they amounted to above 1000 souls. The enemy followed us close, harassing us in flank and rear, and especially directing their attack against the Fingoes. The officer in charge of the rear-guard (Lieut. Bailie, of the Provisional Hottentot Battalions), observing this, and knowing that it was useless to endeavour to get close to the savages without having recourse to stratagem, made half of his men lie down in the grass, and when the enemy came near, sprung up, and opened a most destructive fire on them. On another occasion this officer placed some of his men behind the Fingoes, who, advancing under cover of their enormous shields, when the enemy came near, suddenly withdrew, thus enabling the Hottentots to fire with effect; but, regardless of their loss, the enemy followed us close[illegible]ed the open country, taking every opportunity of annoy[illegible]

Passing Butterworth—which had been burnt since we had last seen it—we arrived within sight of the Kye on the evening of the 16th, and were astonished at seeing many thousands of cattle feeding on the hills above it. Colonel Smith resolved to make an attempt to capture a part; but the whole of the detachment (especially the Hottentots) were so much fatigued as to render any attempt of the kind totally impracticable. Moreover, we had already as many as we could conveniently guard and drive; and although the numerous herds of the enemy appeared to be within but a few miles, yet, if we had endeavoured to get near to them, we should have found that some twenty or thirty miles at least were to be travelled over before we could have succeeded in getting one, owing to the difficult and broken country, the depth and intricacies of the kloofs, and steepness of the mountains; so we were compelled to "let well alone."

Such is the nature of this country, that the cattle had been concealed in the bed of the river, as long as the 1st and 2nd divisions remained to the eastward of the Kye, and were now driven out, the natives being ignorant of any detachment remaining behind. On the 17th we crossed the Kye, and reached head-quarters about three o'clock P.M, having in seven days marched 218 miles, crossed two large and rapid rivers, taken and driven upwards of 3000 head of cattle, besides having escorted 1000 Fingoes, and that with no other loss than I have already mentioned.

We found the head-quarter division encamped about nine miles west of the Kye, and employed in forming the first post of occupation, commanding the main road leading to the waggon ford. It was a square redoubt, capable of containing 80 infantry and 50 cavalry, with an enclosure in the centre for the security of the horses and cattle. It was named Fort Warden, and is rather romantically situated under a beetling cliff, with a precipice of some 100 feet deep, not many yards from the post.

On the 19th, the troops being drawn up under arms, his Excellency publicly proclaimed Sahili (Hintza's son) chief in his father's stead, and concluded peace with him, at the same time pointing out to him the importance of keeping on good terms with the Colonial Government, the advantages which would arise therefrom, and the influence it would give him not only over his own but over the neighbouring tribes, and enable him to lead them to good, if so inclined. The young chief, who appeared to treat his father's death with great coolness, departed in high spirits, loaded with presents, and apparently much pleased with the manner in which he had been treated during his detention in the British camp. His uncle, Bokoo, however, was not released, as he was a hostage for the fulfilment of the treaty; and, moreover, it was to be feared that, having been one of Hintza's chief councillors, and one of the principal instigators of the war, his councils would tend to frustrate any good measures the young chief might be inclined to adopt.

On the 20th—leaving Lieut. Warden, Cape Mounted Rifles, in command of the new post—we continued our march towards the Buffalo river, and in the evening reached the Gounlie Hill, a lofty bleak mountain, near to which the river of the same name takes its rise. Here we halted for one day, to throw up a field-work for the protection of a small force which was destined to remain behind as a post of communication between Fort Warden and the Buffalo river, at which the

General proposed establishing his head-quarters, it being the most central situation he could select. And here I may as well mention a circumstance which occurred, which, although trivial in itself, affords a striking proof of the necessity which existed for the utmost vigilance on the part of every one in the camp:—A private (Cape Mounted Rifles), servant to Major Lower, happened to leave his master's tent for a few moments after sunset; this unfortunate man never returned, and was not heard of until, some weeks having elapsed, his body was discovered about 300 yards from the post. It is supposed that he had been seized in the dark by some of the savages, who were constantly prowling about the camp, and that they had dragged him thus far before they killed him.

Leaving an officer of the 72nd Highlanders (Lieut. Leslie) in command of this small and comfortless outpost, the division marched on the 22nd, and arrived on the 23rd at the Buffalo river, at which, as we knew that the permanent head-quarters of the troops in the province were to be established, we confidently looked forward to a little rest, which was much wanted both by us and our horses, which latter poor animals were reduced to skeletons from the united efforts of hard work and little or no food.

The camp was pitched near to the spot on which the London Missionary Society formerly had a station, established for many years, the good effects of which were exemplified in the house having been burned at the commencement of the war, and the missionary (Mr. Brownlee) scourged from his post by the wives of those very people amongst whom he had been labouring for years with the vain hope of converting them to Christianity, but unfortunately without a single successful instance. This reverend gentleman was compelled to walk with his wife carrying his children to the Wesleyan mission station at Wesleyville, at which he arrived after twenty-four hours' hardship. It was advantageously situated on the river, with an extensive grassy plain extending to the southward, and bounded on the north by grassy hills stretching away towards the Buffalo mountains, and formed a most desirable spot for the site of a town, which—if his Majesty's Minister had determined on keeping the additional country—would have soon been one of the most flourishing in the colony.

Having settled ourselves in the camp, the troops were employed in clearing away the bush in the neighbourhood, and in throwing up a field-work—Fort Hill—which was intended not only for the purpose of commanding the fords, but also as a point for the waggons and stores to concentrate upon in case of a great number of troops being sent on patrol. And before we proceed on our next, I had better inform my brother Subaltern in what manner he ought to equip himself when proceeding on such duties, as perhaps it may fall to the lot of many yet to see another Kaffir war; but even if they should not, it will equally apply to the patrolling along the border line.

We will not, indeed we cannot, for an instant suppose that you would leave England without those essential requisites—a saddle, two would be better, especially if second-hand, and Peat's are best adapted for a Cape horse; a double-barrelled gun—if it carry a musket-ball, the better, but it is indispensable that it should not carry a smaller than carbine; a Flushing or pea-jacket; and saddle-bags. Now, presuming that you are in possession of these, [illegible] you how we pro-

ceeded on such duties, in order that you may never have to taste the *sweets* of ignorance.

On arriving at Graham's Town, you provide yourself with three horses at least (which average from 6*l.* to 12*l.* each)—one for yourself, one for your servant*, and one for baggage; some common bridles, and three leathern rheims, with neck-straps for knee-haltering†; a pack-saddle, and tarpaulin to cover your baggage. With respect to the quantity of clothes you put in your saddle-bags, every man pleases himself, but (*experientia docet*) I always found that on the longest patrol—say twelve days—two shirts, two pair of socks (one woollen), a jacket, and one pair of trousers, of corderoy or leather, with a pair of half-boots, were ample; these, with your soap, &c., in one side of your saddle-bags; in the other, a small bag containing tea or coffee, one of sugar, and some salt and pepper—the latter best carried in a tin box; some biscuit, a little rice, a wax candle, a box of lucifers—very necessary in damp weather to assist in lighting your fire; and, although last, by far the most important of all, a stone jar of spirits: these, with a knife, fork, and spoon, and, if you are particular, you may have a small tin plate, are sufficient for the inner man. Now on the saddle-bags you put two blankets or sheep-skin curosses, a red nightcap, and a pair of duffel overalls; then the tarpaulin well strapped over the whole. If you possess a nose-bag—three of which you ought to have if you wish your horses to do their work—fill one with corn‡, one with a leg of mutton, and in the last put a small kettle for making your tea. These strapped on the horns of your pack-saddle, and you are well provided.

As for yourself, put all notions of uniform aside, except in hot weather, when you may wear an old shell-jacket, and wear a cloth or fustian jacket, round, but low enough to cover the hips without touching the cantle of the saddle; a cloth waistcoat, double-breasted, and either leather or fustian trousers. Your belt round your waist, carrying your pouch, a bag for caps, a pocket-compass, and a large knife in a case in your holsters§; one pistol, if you wish it, but I would prefer carrying a small pistol in a side-pocket; your flask, pipe and tobacco; and to the straps of the holster hang a tin drinking-cup, without which you will not be able to live. Thus equipped, you will be independent of any man; and do not think that I advise to encumber yourself, as you will find that I only mention what is absolutely necessary.

When you arrive at your bivouac for the night, let your horses roll; then light your fire; and when you have got a good one, tie your horses up to the best bush you can find, and always close to your fire; dress your meat in the Hottentot mode, on a skewer of wood on the hot ashes raked out from the blaze. Carbonatze, go to sleep, and I do not pity you.

* Even when quartered in Graham's Town, it is more advisable to possess three horses, as, when ordered on duty, you require your servant to lead your baggage-horse and to serve as escort, the Cape Mounted Rifles not being allowed to do such duty.

† The rheim is a leathern strap, one end of which goes round the horse's neck, the other round his near fore-leg below the knee, to prevent him straying while at grass.

‡ You can draw your rations in advance when proceeding on a patrol likely to last longer than one day.

§ Useful for cutting the throat of a buck or defending yourself in close quarters.

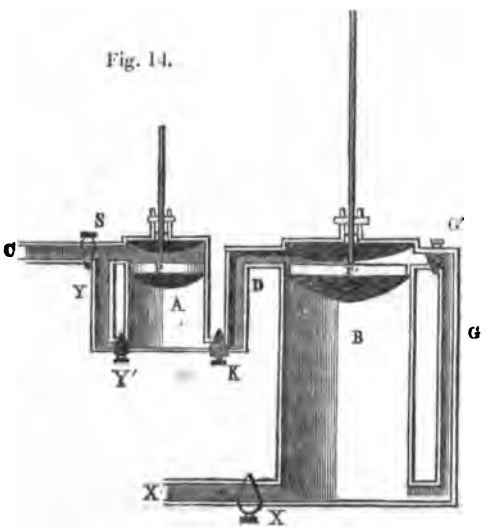
A POPULAR HISTORY OF THE STEAM-ENGINE*.

DOUBLE-CYLINDER ENGINES.

STEAM, in common with all other elastic fluids, will expand in proportion to the space it is allowed to occupy; while at the same time its density and elasticity decrease in proportion. This property of steam was first observed by Mr. Watt (as before stated), and was applied by him with considerable advantage, in what he termed the "Expansion Engine." This consisted of employing a cylinder of greater dimensions than those used in the common engines,—raising the steam to a powerful pressure, and allowing it to flow into the cylinder, until it occupied about one-fourth of that vessel only; the communication with the boiler being then shut off, the steam contained in the cylinder continued to expand, and press down the piston with a diminishing power. Taking advantage of this principle, an engineer of the name of Hornblower—a man of great ingenuity, about the year 1781, devised an arrangement of the steam-engine upon a novel construction, and although fallacious in principle, it evinced much ingenuity. Mr. Hornblower's plan consisted of using two cylinders of different dimensions, in the smaller of which steam of great elasticity was used; which, after having actuated its piston, was allowed to flow into the larger one, in which it performed the same office, in virtue of its expansibility: both the piston rods were attached to the working beam of the engine,—that of the larger, to its end, and the rod of the smaller one to that point between the centre of the beam and its extremity; the vibration of which would correspond with the length of its stroke.

The annexed diagram is a representation of the mode in which the double-cylinder engine is worked. A and B are two steam cylinders of unequal size, in which work the pistons P and P′, the rods of which are attached to the arch-heads F and F′† of the beam. The cylinders are

Fig. 14.



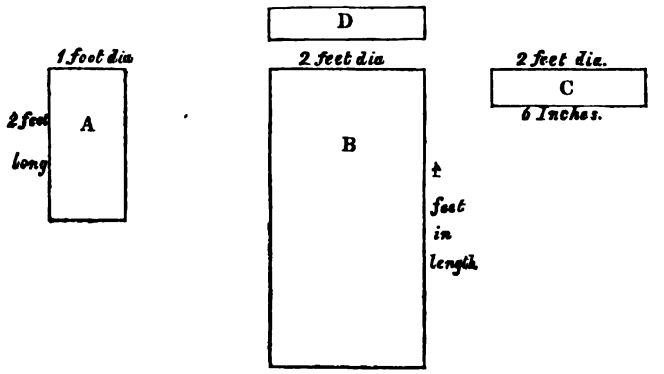
* Continued from page 525. † Not shown in the Fig.

connected by the pipe D, the passage of which can be opened or shut by the cock K. The pipe C conveys steam from the boiler to the top of the small cylinder, which may be shut off at pleasure by the valve S. Between the bottom of the large cylinder and the condenser there is also a communication by means of the pipe X, which may be opened or closed by the cock X′, and another between the top and bottom of each cylinder effected by the pipes Y and G, which may be intercepted by the cocks Y′ and G′. When about to start the engine, the first operation is that of "blowing through;" for which purpose it is necessary to open all the cocks and valves, and allow the steam from the boiler to flow through the cylinders and pipes, expelling the air into the condenser, and filling the interior of the engine with pure steam. This being effected, and the pistons at the top of their respective cylinders, let the communication between the top and bottom of the cylinders be shut off, by turning the cocks C′ and G′, at the same time the jet of water being allowed to play in the condenser,—the steam in the large cylinder will be condensed, leaving a vacuum under P′. The steam contained in A passing through the pipe D, will now press upon the upper surface of P′, and cause it to descend with a diminution of force corresponding to the increase of space the vapour is allowed to occupy. In the mean time, the pressure upon the under side of the smaller piston P being thus diminished, the elasticity of the steam from the boiler acting with full force upon its upper side, will preponderate, and in this manner the pistons are forced downwards to the bottom of their respective cylinders. That in B, by a power which is constantly diminishing in consequence of the continued expansion of the steam acting on it, and the smaller piston in A by a power which is constantly increasing in proportion as the elasticity of the steam from the boiler preponderates over that by which its descent is resisted. The pistons having thus arrived at the bottom of their cylinders, the flow of steam from the boiler is to be shut off, and the cocks C′ and Y′ being opened, and X′ closed, the steam pressing upon the upper side of the pistons, is allowed to flow in beneath them, by which they are placed in equilibrio, and are drawn up to the top of their cylinders by the action of a counterpoise, in a similar manner to that adopted in Mr. Watt's single engine.

On the first appearance of these engines a grand discovery was supposed to have been made, which excited much attention in the scientific world. But as the principle of separate condensation was necessary to the action of this arrangement, it could not be brought into general use without infringing on Watt's patent right; but previously to the termination of that monopoly, doubts concerning the value of the principle began to be entertained, and when, in the year 1800, the patent actually expired, we do not find that any engines upon Hornblower's principle were erected. However, in the year 1804, Mr. Arthur Woolfe, of Cornwall, an engineer of eminence, and a gentleman of considerable scientific acquirements, revived the principle of the double-cylinder engine, with some alteration from the former plan. In Woolfe's arrangement, steam of a much greater elasticity was used, and consequently the relative size of the second cylinder in his engine was less than the proportion adopted by Hornblower, and the pistons, instead of being worked, as in the former case, on the principle of Watt's single engine, were actuated by a double impulse. Mr. Woolfe also invented a boiler of a very ingenious description, consisting of a series of tubes placed in a furnace, and so arranged as to be exceedingly favourable to the production of steam, and the economy of fuel.

Notwithstanding the elaborate demonstration by Dr. Robison in the Encyclopædia Britannica, and in his Mechanical Philosophy, of the uselessness of the second cylinder, and the impossibility of deriving any advantage from its adoption, in working the steam expansively, it is still supposed a considerable saving of fuel resulted from the use of engines upon Woolfe's construction; no doubt a considerable saving of fuel was

effected by the adoption of these engines, but such saving was not produced by the use of two cylinders, but resulted from the excellent arrangement of the steam generator, the adoption of steam of great elasticity, and the extreme application of the principle of expansion, and these causes would produce similar effects if acted on, at the present day. In concluding our notice of the double-cylinder engines, we will endeavour to point out in a plain and popular manner the impossibility of deriving any additional advantage from the principle of expansion by the adoption of a second cylinder. Let the dimensions of the two cylinders A and B, in the annexed diagrams,



be as follows;—the larger (B) 4 feet in length and 2 in diameter; and the smaller (A) 2 feet long and 1 in diameter; therefore, the capacity of cylinders being directly as their length, and as the squares of their diameters, the cubical contents of the smaller of the two will be just one-eighth that of the larger. Now, be it remembered, the expansion of steam depends upon the quantity of space it is allowed to occupy, and not upon its shape; consequently, if for the smaller cylinder of 2 feet long, and of 1 foot diameter, we were to substitute one of 2 feet diameter, and of but 6 inches in length, as shown in C, we obtain the same cubical content,—that is, one-eighth of the larger; therefore the same fluxional development of steam, and consequently the same mechanical effect. Now, suppose we were to alter the shape of the smaller cylinder in Woolfe's or Hornblower's engines according to the above suggestion, and instead of placing it at a distance from the larger one, and connecting them by pipes, we were to put it on the top of the great cylinder, as D, it is clear such a disposition could not alter the mechanical effect exerted upon its piston by the steam; therefore, it is evident that an enlargement of the greater cylinder to an equal extent would be attended with all the advantages of a second one, without the expense, weight, friction, and the attenuation and cooling of the steam in its passage through the pipes, besides the positive gain of power resulting from the whole of the energy exerted by the steam being applied to the end of the lever-beam, instead of a portion of it being applied to the arch-head, half-way between the centre of the beam and its end.

ROTATIVE STEAM-ENGINES.

From the great wear and tear occasioned by the alternate action of the steam-engine, and the loss of power sustained by changing the direction of the motion of such ponderous masses of matter, the attention of engineers was early directed to the great desideratum of being enabled to obtain, in the first instance, a rotative motion from the engine itself; and

although that was the impulse by which the first form of the steam-engine was actuated, in no attempts have engineers more signally failed than in their endeavours to produce a practical rotative engine. The first modern attempt to effect this object was made by M. Amontins, in 1699, a member of the French Academy of Sciences, who invented what he called a "fire-wheel," which consisted of a number of air-tight chambers being attached to its periphery, which, on being heated, rarefied the air within them, into which rushed a portion of water, which, by rendering one side of the wheel heavier than the other, caused it to revolve; and afterwards by Mr. Watt, in the year 1769, which is thus described by Farey, in Rees's Cyclopædia, as quoted by Stewart:—

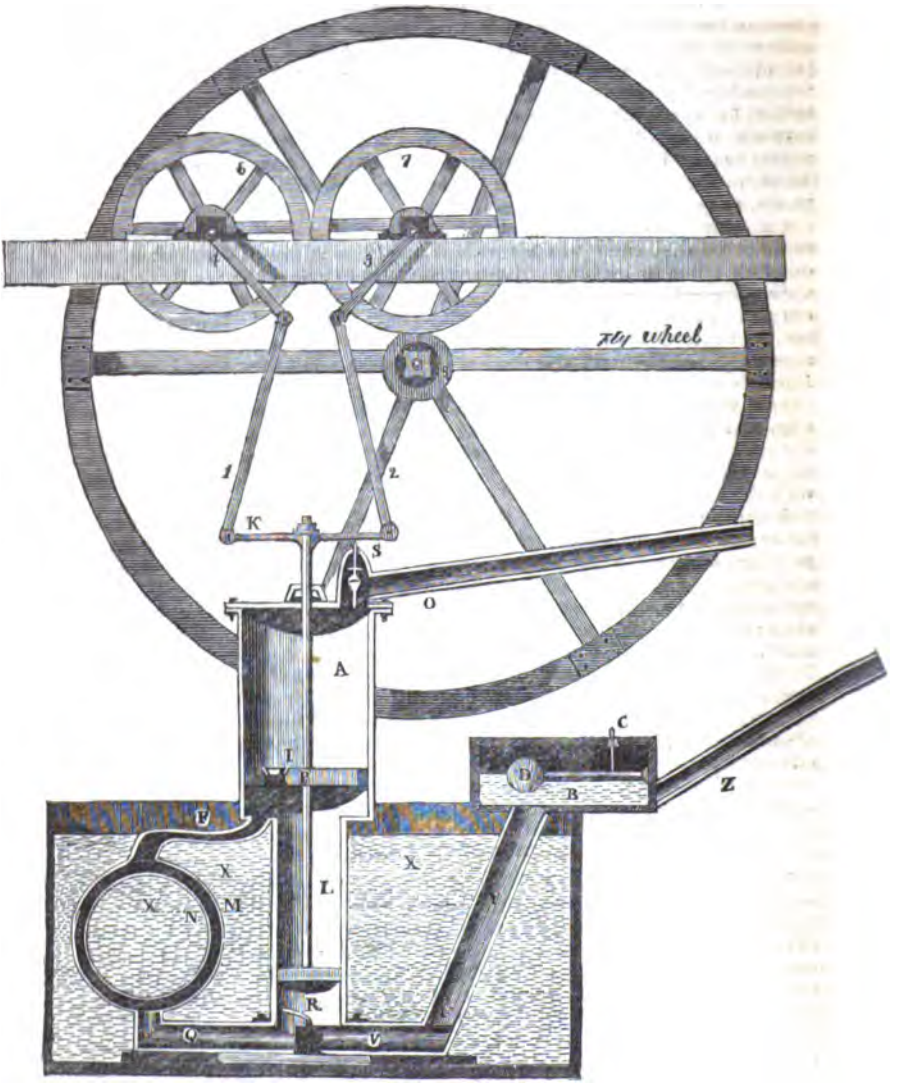
"It consisted of a drum turning air-tight within another, with cavities so disposed that there was a constant and great pressure urging it in one direction; but no packing of the common kind could preserve it air-tight with sufficient freedom of motion. He succeeded by immersing it in mercury, or in an amalgam, which remained fluid at the heat of boiling water; but the continued action of the heat and steam, together with the friction, soon oxydated the fluid and rendered it useless. He then tried Parent, or Barker's mill, inclosing the arms in a metal drum, which was immersed in cold water; the steam rushed rapidly along the pipe, which was the axis, and it was hoped that a great reaction would have been exerted at the ends of the arms; but it was almost nothing. It was then tried in a drum kept boiling hot; but the impulse was very small in comparison with the expense of the steam."

From the year 1769 to 1829 there have been upwards of thirty patents taken out for various modifications of the rotative engine, for the most part based upon the principles above stated, none of which have been introduced into general practice. The rotatory engines which are thought to exhibit the greatest ingenuity are those invented by Watt, Cooke, Bramah and Dickinson, Ludker, Kempel, Cartwright, Murdock, Hornblower, Flint, Clegg, Turner, Congreve, Moore, Masterman, and Lord Dundonald. Those who may feel an interest in the subject, and are inclined to become acquainted with the mechanism of the above inventions (except the last-named) will find a good description of them in Stewart's History of the Steam-Engine. The principal obstacle to be overcome in the construction of rotatory steam-engines appears to be the making of the valves and pistons steam-tight, and the great loss of power sustained from the friction occasioned by the contact of such extensive moving surfaces *.

CARTWRIGHT'S ENGINE.

In the annexed plate (fig. 15) is shown an arrangement of the steam-engine invented by the Rev. Mr. Cartwright in the year 1797, which has been justly considered a model of refined simplicity and mechanical ingenuity. A is the steam-cylinder, in which works the piston P; S, a spindle-valve, by which steam is admitted from the boiler, through the pipe O, into the cylinder, which is opened by the ascent of the piston, which, striking upon its tail or spindle, lifts the valve from its seat, and is closed in like manner on the descent of the piston, being pressed into its seat by the cross-head K. I is another spindle-valve placed in the piston P, by which a communication is opened between the upper side of the piston

* In the London and Edinburgh Philosophical Magazine for Jan. 1836, it is stated by Mr. Henwood, "that at Binner Downs, Cornwall, have been erected five rotatory single engines; the first of them in 1828, and the last of them in 1833. Captain Gregor also set up a similar one for driving a common grist-mill for Messrs. Harvey and Co., of Hall Foundry. All these engines (says Mr. H.) have performed their work extremely well, are quite as manageable as double engines, and, where they have taken their place, have worked with much less coal." It is much to be desired that some account of these engines be given to the public.



and the condenser. It opens upwards only, and is raised from its seat upon each descent of the piston, in consequence of its spindle striking against the bottom of the cylinder, and is closed by the reascent of the piston simultaneously with the opening of the steam-valve, and thus a communication is opened between the upper side of the piston alternately with the boiler and condenser. L is the barrel of the air-pump attached to the cylinder, and may be said to be a continuation of it; its piston is solid, and is worked by a prolongation of the steam-piston rod.

In the condensing apparatus, it will be observed, is united the principle of affusion with that of separate condensation. The condenser is composed of two concentric cylinders of nearly equal diameter, immersed in a cistern of cold water, X, so that the water passes through the interior cylinder and surrounds the outer one; the space between the cylinders is occupied by the steam, which is conveyed into it from the working cylinders A, by the bent tube F; the vapour being thus diffused in a thin layer between two cold surfaces of considerable extent, is rapidly and completely condensed. Q is a pipe by which the water and air resulting from the condensation of the steam is conveyed into the air-pump, from whence its return is prevented by the valve R, which opens from the condenser. V a pipe, through which the water and air received from the condenser is expelled from the air-pump by the descent of its piston, and opening the valve U, is forced upwards through the pipe Y into the hot well B. C, a valve opening inwards, which is kept closed by the ball-lever D; and when the air which rises above the water in the cistern B accumulates too rapidly, it presses the ball downwards, which, by opening the valve, allows it to escape, while the heated water is forced up the pipe Z into the boiler.

This, it will be perceived, is a single-acting engine, consequently there is no provision for raising the piston by the elasticity of steam; that object was effected by a most happy mechanical arrangement, which combines the action of a counterpoise and crank with the advantages of a parallel motion. On the end of the piston-rod is placed the cross-head K, to the ends of which are attached, by pivots, the arms 1 and 2; these lay hold of the cranks 3 and 4, by which motion from the piston-rod is imparted to the spur-wheels 6 and 7. On the fly-shaft is a small toothed wheel, 8, into which gears the spur-wheel No. 7; therefore, on the descent of the piston, the wheels 6 and 7 being set in motion, the fly will receive a corresponding impulse; on the piston arriving at the bottom of its cylinder, and the steam above it being condensed, the momentum thus imparted to the fly-wheel draws the piston up to the top of the cylinder, preparatory to another stroke.

Thus Mr. Cartwright had the great merit of effecting that which had hitherto been deemed impracticable even by Watt himself—"the conversion of a single downward impulse into one of continued rotation."

We will now briefly describe the mode of operation of this ingenious invention:—The engine having been blown through as usual, a vacuum beneath the piston formed, and the piston at the top of the cylinder, the valve S is to be opened, the steam from the boiler will therefore flow in, and press down the piston; its descent will communicate motion to the fly, as before described: on the piston arriving at the end of its stroke, the steam-valve S will be closed by the cross-head K descending on its spindle, while the eduction-valve, I, will be opened by its tail striking on the bottom of the cylinder, which will allow the steam from above the piston to flow through the pipe F, and occupy the interstice between the cylinders M N, where it will be condensed by the cold surfaces of those vessels. A vacuum being thus formed above the piston, it is drawn up to the top of the cylinder in a non-resisting medium by the momentum of the fly-wheel. On the piston arriving at the top the eduction-valve I will be closed by its tail striking against the cover of the cylinder, and the steam-valve S opened by the piston striking on its lower spindle. The steam being thus again allowed to flow into the cylinder, the piston is again depressed, and thus the alternation is continued. The condenser is relieved from water and air by the ascent of its air-pump piston, from the barrel of which it is forced into the hot well B, as before described.

Among the numerous advantages of this ingenious invention are to be stated that obtained by condensing the steam by the contact of cold surfaces, instead of by an injection of cold water within the condensing vessel,

by which the same water or other fluid is alternately vapourized and condensed, and continues to circulate throughout the machine, without any admixture or diminution; consequently no deposit or incrustation can take place in the boiler, the water used being distilled, and therefore free from any earth, salt, or other extraneous substance—a matter of the utmost importance in marine engines.

In the packing of the piston there is also exhibited another admirable contrivance of Mr. Cartwright. In consequence of the communication between the cylinder and condenser being opened through the piston, it was obviously impossible that hempen packing could be used, it being necessary to cover the top of the piston with oil or tallow, to preserve it steam-tight; instead of which was substituted a species of metallic packing, which consisted of placing between two circular iron plates two metallic rings, the one over the other, the edges of which were ground so as to fit the interior of the cylinder accurately. Each of the rings were divided into a certain number of equal segments, so disposed that the division of the one should not coincide with those in the other. Against the interior of the segments were placed springs, by which their faces were kept in close contact with the interior surface of the cylinder. This admirable invention, with some modification, is very generally adopted at the present day, and possesses the great advantage of fitting better and more closely the longer it is in use.

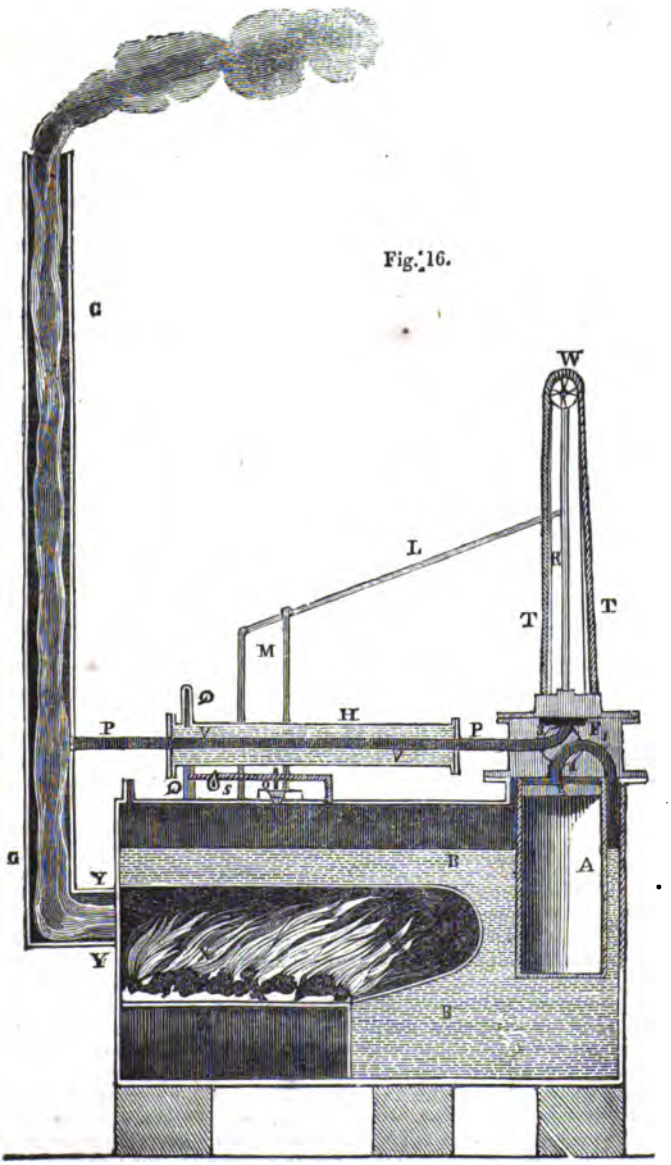
VIVIAN AND TREVITHICK'S ENGINE.

The project of propelling wheel-carriages by steam-power, from its first suggestion by Dr. Robison in 1759, had ever been considered by engineers a desideratum. It had been attempted by Mr. Oliver Evans, in America, who obtained a patent for his plan from that government; and about the same time (1787), the late ingenious Mr. Symington, of Scotland, was engaged in a variety of experiments to accomplish that object; but the weight and bulk of the engine in the state it was then in opposed an insuperable barrier to its being applied as a locomotive power.

Impressed with the importance of the project, Messrs. Vivian and Trevithick, engineers of Cornwall, applied themselves to remove the obstacles which hitherto prevented its being carried into effect, and in the year 1802 produced an engine of very great merit, the details of which are exceedingly ingenious, and the whole apparatus light, simple, and compact. Having observed the great advantages resulting from the conversion of Watt's single engine into one of double impulse, it occurred to those gentlemen a corresponding benefit could be obtained by the application of a similar principle to the high-pressure engine of Leuphold. This they effected by adopting one cylinder only, and placing upon its top a steam-tight cover, with a stuffing-box in the middle for the piston-rod to slide through. The steam from the boiler was admitted alternately to the top and bottom of the cylinder, and, after having actuated the piston, allowed to escape into the atmosphere, which was effected by the action of the four-way cock placed in the neck of the steam-pipe; so that this arrangement was similar to the double engine of Watt, with the exception of the condensing apparatus, by the omission of which the bulk and weight of the machine was considerably diminished.

This constituted the first high-pressure lever-engine practically adopted in this country, and was applied by the inventors to propel a locomotive carriage, which, we are informed by Stewart, was in the year 1804 used at a mine in South Wales, which travelled at the rate of five miles and a half an hour, with a load of about ten tons attached. To economise space, steam of great elasticity was used, and consequently a corresponding degree of strength was required in the boilers, which was therefore formed of a tube of cast-iron, calculated to sustain a pressure of six or seven atmospheres, or about 100 lbs. on the square inch. The steam cylinder

was placed in the boiler, which rendered the apparatus more compact, and prevented the radiation of heat from it.



A sectional view of this engine is given in our 16th figure. B, the boiler, is a short tube of cast-iron, two-thirds filled with water. X, the

furnace, is placed in one end of a bent tube, which traverses the boiler horizontally, and unites with the chimney at Y. A, the steam-cylinder, immersed in the boiler, except the upper end, on which is placed the four-way cock, by the action of which a communication is established alternately between the one side of the piston and the boiler, and between the other side and the atmosphere, through the tube P P, which enters the chimney. H is a cistern of water, from which the boiler is replenished, which abstracts a considerable portion of heat from the steam in its passage through the pipe P. Q, a pipe to convey the water to the boiler, through which it is forced by the pump L, M, worked by the engine. S, a safety-valve, which is pressed into its seat by the weight on the extremity of the lever, on the principle of the steelyard, which obviously admits of adjustment to the degree of pressure the boiler has to sustain. On the top of the piston-rod is a cross-head, from each extremity of which descends a connecting-rod, by which the motion of the engine is communicated by two cranks to the fly-shaft. The rectilineal path of the piston-rod is preserved by the guide-wheels W (not used at first by Vivian and Trevithick), which play on the ends of the cross-head, and travel within the guide-rods T T.

Supposing the piston at the top of the cylinder, as shown in the figure, the steam will flow from the boiler through the curved passage, 1 and 2, of the four-way cock, and force the piston down in the cylinder, expelling the atmospheric air from beneath it through the tube P. At the instant the piston reaches the bottom of the cylinder, the four-way cock is reversed by the action of a lever connected with the piston-rod, by which the steam is admitted below the piston; while that which had effected its descent is allowed to escape into the chimney through the tube P, and thus the alternate motion is continued.

The principle of condensation being omitted, it is manifest the power of these engines must depend upon the excess of the elasticity of the steam over the atmospheric pressure.

These being the first locomotive engines practically adopted, may be considered as the model from which all subsequent ones have been taken; and the principle is preserved in the rail-road engines of the present day, with the exception of the boilers being traversed by a number of small tubes.

BOILERS, &c.

Steam being a chemical union of caloric and water, the apparatus by which the vapour is generated necessarily consists of two parts—the boiler which contains the water, and the furnace in which the fuel is consumed. The greatest care is therefore required in the formation and arrangement of these parts, to secure the perfect combustion of the fuel, and the rapid production of steam, and the general economy of the heat.

From the various purposes to which steam power has been applied, steam-generators have been divided into different classes or descriptions: the large waggon-roofed boilers used on land for the condensing-engines of Watt; the marine-boilers, which, in consequence of the limited space for steam apparatus on board ship, have been so contrived as to preserve the same power with one-third less fuel and water than the former; cast-iron boilers used for high-pressure engines; and the tubular boilers adopted for locomotive purposes.

Engineers of the present day are not perfectly agreed as to the exact proportion which the contents of a boiler should bear to the assigned power of a low-pressure condensing-engine. As a general principle, it has been admitted that a cubic foot of water per hour ought to be vapourised for each horse-power of the engine, and to effect [illegible] found necessary that the boiler shall present nine squa[illegible] surface for every horse-power. Mr. Watt allowed twent[illegible] space for

each horse-power, one half of which was occupied with water. Mr. Tredgold is of opinion that the quantity of water to be allowed to each horse-power of a common condensing-engine diminishes, in a certain proportion, as the size of the boiler is increased. Thus for a boiler of five horse-power fourteen cubic feet of water for each horse-power; for one of ten horse-power, twelve and a half cubic feet; and for a boiler of forty horse-power, eleven cubic feet*; but general experience assigns about twenty cubic feet of space for each horse-power of the common condensing-engine, one-half of which is occupied by water, and the other half by steam. This variation from the estimate of Mr. Watt is owing probably to the fact that in low-pressure engines it is found more economical to raise the steam to about eighteen and a half lbs. on the square inch, instead of its being exactly equal to atmospheric pressure, which, according to theory, it ought to be.

In the earlier steam-engines, the boilers, for the most part, were of an oblong form, with an arched roof, and the furnace over which they were placed a chamber extending the entire length of the boiler, and terminating in an upright flue or chimney, by which disposition a considerable portion of the heat escaped up the chimney and was lost. The first attempts to improve these defects was made by the celebrated engineer Smeaton, about the year 1752, who conducted the flame from the furnace in a circuitous channel within the boiler, in order to detain the smoke and heated air for a longer time in contact with the water. Although that *principle* has been advantageously adopted at the present day, it appears it had not been judiciously applied by Mr. Smeaton, as in his arrangement it was found to injure the draught, and render the combustion of the fuel very imperfect†. When steam of a high degree of elasticity was required, it was found almost impossible to construct a boiler of sufficient strength, if of any considerable size—a difficulty among the principal objections to Savary's and other high-pressure engines. Under these circumstances, an engineer of the name of Blackey, about the year 1756, constructed a boiler on a different principle, in connexion with an improved arrangement of Savary's engine. It consisted of three cylinders of small diameter, placed angularly one over the other, in a furnace, having their ends connected by small bent tubes. This arrangement was found to generate steam with great rapidity; but the apparatus to which it was applied having been destroyed by the force of the vapour, the project was laid aside. This is the first tubular boiler of which we have any account, except we include that invented by Mr. Brindley, who in the same year constructed a boiler of masonry in which the water was heated by iron flues which traversed it in various directions.

These inventions, doubtless, suggested the first idea of the ingenious arrangements of Mr. A. Woolfe for the production of highly-elastic steam, applied by that gentleman in 1804 to actuate a double-cylinder engine, as well as for the various modifications of tubular boilers since adopted for locomotive purposes. One of the latest improvements in locomotive engines has been constructed evidently on the principle adopted by Mr. Brindley. It was devised in 1830, by Mr. Booth, Secretary to the Liverpool and Manchester Railroad, which consists of causing the *flame* from the furnace to traverse the water in the boiler through a number of tubes which connected the furnace-chamber with the flue. This contrivance was applied to the "Rocket" locomotive, on the Liverpool and Manchester Railroad, and from the greater extent of heated surface to which the water was exposed, the formation of steam was so rapid that the "Rocket" beat every other carriage, and obtained a prize in consequence. An admirable description and drawing of this engine will be found in Doctor Lardner's work on the Steam-Engine, p. 192.

* Tredgold, as quoted by Dr. Lardner, on the Steam-Engine. † Stewart.

Mr. Woolfe's boiler consists of a number of cast-iron tubes placed horizontally in a furnace communicating with each other. The whole arrangement is extremely well adapted to the production of highly-elastic steam, with safety, and economy of fuel—a good description of which will be found in Gallaway on the Steam-Engine—and, doubtless, whenever the use of high-pressure steam shall be applied in this country to the purposes of navigation, some modification of tubular boiler must be adopted, the only objection to which, hitherto, arose from the liability of the tubes to be incrusted by a deposit from the water, but which objection is now completely obviated by the principle patented by Mr. Samuel Hall, of Nottingham, in which the steam is condensed by the contact of cold surfaces instead of by injection—the advantage of which consists in the same water being alternately vapourised and condensed, and which, consequently, circulates through the engine in a pure or distilled state.

Mr. Hall's plan consists in conducting the steam (after having actuated the piston) into a chamber, into one side of which open a number of tubes of small diameter; these tubes pass through an adjoining vessel of cold water, and open out into a corresponding chamber at the other end of the condenser, which communicates with the air-pump—in fact, the condenser is composed of an oblong iron box, having an air-tight partition at each end, forming the chambers above spoken of, the space in the middle being filled with water, and traversed by the small tubes; by which arrangement, it will be seen, that the steam from the eduction-pipe flowing into the first chamber, enters the tubes, and is condensed by the coldness of their surfaces; the elementary water then falls into the other chamber, and is drawn off by the air-pump, and returned by it into the boilers. This is an outline of Mr. Hall's plan; and should it answer (and there is no reason to doubt it), it would prove of the utmost possible value to steam navigation, not only as regards the strength and durability of boilers from the absence of incrustation, but also with respect to the economy of fuel, as the necessity for "blowing out" the boilers would be obviated, and the heat at all times fairly transmitted to the water, by which the present limits of steam navigation would be considerably extended.

There are also two other plans for working the engine with purified water—one invented by Mr. Thomas Howard, applied to his patent vapour engine; and the other by Mr. William Symington, the inventor of the patent paddle-wheels which bear his name—in both of which the steam is condensed by an injection of distilled water, and not by *contact*, as in the former case. Whatever may be the comparative merit of the above plans, it is perfectly certain that the working of the engine with purified water is an indispensable condition to the successful application of steam navigation to foreign commerce.

The materials of which steam-boilers should be composed depends, in a great degree, upon the kind of engines to which they are attached. Thus, high-pressure engines require boilers of cast-iron, from the superior tenacity of that material; the boilers of low-pressure engines are usually constructed of plate-iron, or copper; and the tubes by which the locomotive boilers are traversed are found to last longer when composed of brass—a fact stated by Dr. Lardner, but not accounted for; but for marine-engines there can be no doubt copper is a material infinitely preferable to plate-iron—first, from its superior safety, not being liable to fly if over-pressed with steam—it merely rends; secondly, from its being a much better conductor of heat, by which both space and fuel would be economised; thirdly, from its not being liable to injury when heated, from the action of sea-water, as iron is; and, lastly, from its greater durability, much time, required for the repair of an iron boiler, would be saved. Now, the only objection urged against the adoption of copper boilers for condensing engines is their increased first cost—for, ultimately, the expense is but little, if any, greater than that of plate-iron—an objection which ought not to weigh with Government or wealthy companies.

The following extract from the evidence of Mr. George Laird, on the subject, before a Committee of the House of Commons, will tend to confirm what has been advanced:—

"A copper boiler (says Mr. L.) for an engine of 200 horse power will cost about 6000*l.*, and will work for eight years; after which the old materials will be worth, say thirty-seven tons at 80*l.* a ton, which will be 2960*l.* The cost of a copper boiler for eight years, therefore, will be 3040*l.*; an iron boiler (for the same power) will cost about 2100*l.*, and will run four years: therefore, two boilers at 2100*l.* each will be 4200*l.* less the old materials (250*l.*); therefore, the cost of iron boilers for eight years will be 3950*l.*: the loss of interest upon the capital, in the copper boilers, will be greater than the difference in the other."

We will now give a brief description of the several inventions which have been applied to the boiler in order to regulate, control, and adjust, the production and application of the elastic vapour.

SELF-ACTING DAMPER.

It has been already stated that, in order to adjust the power of the engine with sufficient accuracy to admit of its application as a general first-mover, it became necessary to apportion the quantity of steam supplied the machine to the work it had to perform. This was effected with great accuracy, as we have seen, by the application of the "throttle-valve and governor." But as that ingenious contrivance regulated the supply only, of steam to the engine, other means were required to regulate the production of the vapour in the boiler: as in the event of its not being consumed as rapidly as it was generated, it would accumulate in the boiler, blow off at the safety-valve, and be lost. To effect this object an invention called the "self-acting damper" was devised* by Murray of Leeds, 1799; the action of which is very analogous to that of the throttle-valve. It consists of a plate of metal, so contrived as to intercept the draught of the chimney, either by vibrating on an axis within the flue, or by sliding in a groove, in a direction transverse to its length, by which the draught of the chimney, and consequently the intensity of the furnace, would be increased or mitigated.

This damper was made self-acting by a very ingenious contrivance. A tube was inserted vertically into the boiler, in which was placed a plug or weight, connected by a chain with the damper: the lower end of the tube descends nearly to the bottom of the boiler. Therefore, when the steam accumulates in the boiler, it will press on the water and force it up the tube, by which the plug will be raised, and the damper or plate allowed to descend across the passage of the chimney, which, as before stated, by shutting off the draught, would mitigate the fire, and diminish the production of steam in the boiler.

As it is necessary that the generation of the steam should be in proportion to its consumption, so it is indispensable that the water in the boiler be maintained at the required level. This has been effected by machinery with greater precision than it could by any degree of attention upon the part of the assistant. A pipe from the hot-well is made to terminate in a small cistern, placed over the boiler, from which descends a pipe into that vessel, having a valve opening upwards at its junction with the cistern. From the valve proceeds a vertical stem, which is attached to one end of a lever, balanced on its centre. To the other end of the lever is made fast a line connected with a body, partly immersed in the water in the boiler; therefore, as the level of the water is lowered by vaporization, the float descends with it, by which the end of the lever is depressed, and the valve in the small cistern opened, which admits a

* Stewart, page 159.

supply of water to the boiler. When the required level has been attained, the valve is allowed to close by the ascent of the float.

Neither of these contrivances are applied to marine engines.

The action of the gauge cocks has already been described. They are generally applied to marine engines, and serve to inform the engineer whether the water in the boiler is about the proper level.

If from the stopping of the engine, or other causes, the steam be allowed to accumulate in the boiler, or the expansibility of the vapour becomes much increased, an explosion of the boiler will be the result, if a remedy be not applied. As a preventive for casualties of that kind, we have seen that the safety valve invented by Dr. Papin was applied by him to the boilers of steam-engines. It consisted of a plug, inserted into the top of the boiler, kept in its seat by a lever (of the 3rd order), one end of which was attached by a pivot to a fixed arm, and from the other end was suspended a weight, movable along the lever, in the manner of a steel-yard balance; hence the name "steel-yard safety-valve," by which means the pressure on the valve may be increased or diminished at pleasure, according to the strength of the boiler; so that should the strength of the steam by any means exceed the load upon the safety-valve, it would raise the valve, blow off, and relieve the boiler. There are several other contrivances to effect this object, but the above is the one most generally adopted.

If from the too rapid consumption of steam by the engine, the failure of the feed-water, from the accidental entrance of cold water into the boiler, or other causes, a vacuum or high degree of rarefaction be produced in that vessel, it is manifest the top and sides of the boiler would be exposed to the whole pressure of the atmosphere, which would cause the boiler of a low-pressure engine to collapse; in order to prevent which a valve has been applied, the action of which is just the contrary of the safety-valve, (opening inwards,) hence it has been called the "reverse-valve;" therefore, when a vacuum has been formed in the boiler, the pressure of the atmosphere forces open the valve, and restores the equilibrium.

The steam-engine having been originally employed to supersede the labour of horses, engineers found it necessary to devise some mode by which the power of an engine might be compared with the strength of those animals; and the results of various experiments have determined a mechanical effect equal to 33,000 lbs. raised one foot in a minute, equivalent to the power of one horse.

In estimating the power of an engine, the principal elements in the calculation are,—the strength of the steam in the boiler, (in marine engines there being no throttle valve,) the superficial dimensions of the piston, and the velocity with which it moves. The first is ascertained by the steam gauge, which is a bent iron tube, containing quicksilver, one end of which is open to the atmosphere, and the other communicating with the steam cylinder. If the height of the mercury in both legs of the tube be equal, then the pressure of the steam would necessarily be equal to the atmospheric pressure; but if not equal, the difference would indicate the force of the steam as compared with the pressure of the atmosphere. The manner of ascertaining the number of square inches in a circle is known to every one; and the velocity of the piston is found by multiplying the number of strokes the piston makes in a minute, by the length of the cylinder. Then multiply the number of square inches contained in the piston, by the pressure of the steam, in pounds on the square inch, and the product by the velocity of the piston. From the result thus obtained must be deducted the friction of the several parts of the engine, the vapour remaining in the condenser, the loss of power arising from leakage, and the radiation of heat from the cylinder and steam-pipes. The result of all which is, that in the common condensing engine one half the power

of the steam generated in the boiler is consumed by the engine itself, the other half only being available as a motive power.

To vaporise a cubic foot of water per hour requires the combustion of about 15 lbs. of common coal, and 12 lbs. of Llangennech (South Wales), consequently the extent of the furnace chamber is required to bear a certain proportion to the power of the boiler: this proportion is,—one square foot of grate surface for each horse-power of a land boiler; and two-thirds of a foot for a marine boiler; the quantity of fuel consumed by each being also subject to the same proportions.

FOREIGN MISCELLANY.

EGYPT.

ADMINISTRATION, &c. OF THE ARMY.

Mehemed Ali's regular army is composed of 28 regiments of Infantry, 82,400 strong; 15 of Cavalry, 12,600 strong; and 4 of Artillery, 6000 strong; the total amount therefore is 101,000. But the regiments are not kept at their full complement; so much so, indeed, that there are seldom more than 70,000 men under arms. Over and above this force there are 20,000 irregulars, Albanese, Candiots, and Bedouins. The administration of each regiment devolves upon its Colonel, who has to provide for the subsistence of his men, and apportion the rations: they are in immediate correspondence with the minister, and one of the majors acts as regimental accountant, with a Coptic clerk for each battalion under his orders. As there are few Colonels who can read or write, the Colonel usually sets his seal to the accounts, and shares in common with the clerk in the shameful impositions with which they are loaded. These impositions consist in charging for more men than are under arms, setting down the purchases at higher prices than have been paid for them, making out fraudulent returns of the quantity of provisions distributed, and so forth. Several Colonels have been detected and sent into exile; but no attempt has been made to get rid of the abuses themselves.

Every regiment has an European drill-master, and a surgeon; but as they are infidels, they have no rank on the army list: the pay of the first varies from 80*l.* to 320*l.* a-year; besides an allowance of ten pounds a year for clothing: but the personal difficulties with which the appointment is attended have forced all but a few Italian exiles, who could not find subsistence elsewhere, to abandon the service.

The uniform of the regular troops is the same throughout; white cloth in summer, and a jacket and trousers of red serge in winter: gray or brown cloaks have been added subsequently to the campaign in Syria. The whole of the cavalry are clad in blue serge; but the uniforms in both of the services are ill made, and always in a tattered state. Most of the men tread their shoes down at the heel, and are, consequently, slipper-shod. They are armed after the French fashion, but their arms are of indifferent construction, mostly of German or Belgian manufacture; and latterly they have been supplied from the manufactory set on foot in the citadel of Cairo. All wear a red woollen cap, which, as well as the cloth, are made in the Pasha's manufactories; but the arrangements are so wretchedly organized, that the clothing costs twice as much as it would cost if the deliveries were made by contract with regular dealers.

Ibrahim Pasha did not set about disciplining his Cavalry until after he came back from the Morea: it was an up-hill business, for there are no horses to be had in Egypt, and the first means which presented themselves were to lay hands upon the horses which the officers brought with them upon their return from the campaign in Arabia. The next step was to

import them from Syria, Caramania, and Rumelia, and a quantity of stallions was also purchased from the Bedouins; out of these last a stud was formed at the veterinary establishment in Shubra, which is to be increased to 800, and to which a tract of land has been assigned for raising fodder.

The Artillery was for a long time wholly neglected, and existed only by name until the troops came back from the Morea. At that time it consisted but of a single regiment, from which removals were perpetually made into other regiments; hence the corps had little else to do but to drill recruits; and even at so late a date as 1828, boys of twelve years of age were sent to fill the ranks. Since that time, however, upon the remonstrances of Sequera, a Spanish Colonel, Ibrahim has reversed the system, and the artillery recruits are taken from the regiments of the line; the corps has therefore the advantage of being able to pick its men, and in this respect, as well as with regard to matériel, it has at last been raised to a very efficient footing.

The Pasha's forces, both army and navy, are entirely recruited by drafts from the Egyptian peasantry; for he has avoided any attempt to bring the Bedouins under military discipline. His practice is to order each Governor of a district to furnish a certain number of recruits; and the Governors despatch their arnauts, who form the police, to the villages under their jurisdiction. As soon as these satraps show their faces, all that are able get out of their way, while those left behind are seized upon, without any regard to age, and hurried off to the capital of the province; here they are examined by surgeons, and either discharged, or driven, with their hands tied behind their backs, to Cairo or Alexandria. This barbarous system has naturally engendered a horror of military service among the Egyptians; besides which the service itself affords no prospect but what is calculated to aggravate their repugnance; for none but a Turk can hold any commission superior to that of a lieutenant. What, therefore, can be expected from men who serve in the ranks by compulsion, have no certainty of returning home held out to them, and can look forward to no amelioration whatever in their condition? The Turks themselves, too, have no inducement to cultivate their minds, inasmuch as their birth alone constitutes their title to the highest appointments in the army and naval service.

The Council of War is the only board which gives judgment in cases of military offences. The moral worth of the soldier is an item unknown in the Egyptian catalogue: he is a mere mechanical tool, and even the officer himself is subject to the bastinado. Neither is there any sort of reciprocal respect prevalent between the officers; the subaltern is his superior's waiting-man, even to lighting his pipe for him, and serving coffee up to him and his guests. The pay of the highest appointments is out of all proportion with that of the lower: in the case of the Pashas it is not fixed, but as generals of division they receive 4,000*l.* a-year, besides rations, which increase in number according to the rise in rank. The pay of the other grades is as follows:—Major-general, 1,800*l.* a-year and 24 rations; colonel, 1,200*l.* and 15 rations; lieutenant-colonel, 400*l.* and 8 rations; major, 360*l.* and 6 rations; senior adjutant, 180*l.* and 4 rations; junior adjutant, 96*l.* and 2 rations; captain 72*l.* and 2 rations; lieutenant 43*l.* and 2 rations; sub-lieutenant, 36*l.* and 2 rations; first-serjeant, 4*l.* 6*s.* and 1 ration; serjeant, 3*l.* 12*s.* and 1 ration; corporal, 2*l.* 16*s.* and 1 ration; private, 2*l.* 2*s.* and 1 ration: Turkish clerk, 130*l.* and 2 rations; and Coptic clerk, 108*l.* and 2 rations.

SAXONY.

MONUMENT TO GUSTAVUS ADOLPHUS.

The hand of nature has commemorated the fall of Gustavus Adolphus on the field of Lützen. The spot on which he fell was close to what is

called "The Swedes' Stone,"—a block of granite, which stands isolated in the middle of the plain. It is the most southerly of the blocks of this description which are to be found in north-eastern Germany; and what is somewhat remarkable, it is pronounced by naturalists to be of Scandinavian origin; indeed it resembles in every respect the granite of which the promontories of the Scandinavian mountains are composed, and, it is probable, was borne into southern regions at the period when the waves of the ocean spread themselves over the plains of Germany, and floated these blocks away upon the icebergs which they brought with them; and the icebergs melting left these masses on the dry land.

The Swedes' Stone is about to be embellished and protected with an enclosure of cast iron, after a design by the celebrated Ichinckel of Berlin. Four trunks of clustered columns, about ten feet asunder, and twenty feet in height, separate at an elevation of twelve feet, the internal columns forming the supporters of a crucial vault, while the external columns unite and rise to the height of the pinnacle of the vault, in the form of small towers. A frieze, reaching from column to column on each side, bears the following inscriptions:—That in front,—"Here fell Gustavus Adolphus, on the 6th of November, 1632;" that on the left side,—"He fought the battle of the Lord" (altered from 1st Samuel, c. 25, v. 28); on the hinder side,—"God hath not given us the spirit of fear; but the spirit of power, and of love, and of a sound mind:" and on the left side,—"This is the victory that overcometh the world, even our faith." (1st John, c. 5, v. 4.) The whole structure has a pleasing, and indeed an imposing effect. It has been raised by subscription throughout Germany, as well as by a liberal pecuniary contribution from the King of Saxony and the town of Lützen.

RUSSIA.

FEDEROFF'S STEAM VESSEL.

A fresh instance of the ingenuity and spirit of invention, which characterise the lower class of Russians, has recently occurred. Michael Vassily Federoff, a young man twenty-five years of age, and a native of Selsto, a village in the circle of Ladoga, arrived in July last at St. Petersburg in a steam-boat of his own construction,—"relying," as he himself expressed it, "on that God who had enlightened his mind."

From his earliest youth Federoff, who had never moved out of the village, evinced the most decided love of mechanics; when twelve years old, his father excited his eager curiosity by the accounts which he gave him of the steam vessels he had seen in St. Petersburg; but he could not obtain any further information than that these vessels were set in motion by means of wheels, which were impelled by a machine somewhat similar to a tea-kettle. The boy instantly recollected that he had seen a kettle in the priest's house, and ran away to ascertain in what manner the steam made its escape from it. Upon returning home, he set to work, and converted a cask into a sort of kettle, the steam from which he applied to the turning of the wings of a little windmill which he had constructed. By minutely observing the various effects of the steam he advanced step by step in his discoveries, until, having at length contrived to produce a rotatory motion, he imagined that he had found out the secret of constructing a steam vessel. After the decease of his father he went to St. Petersburg for the purpose of prying into the internal mechanism of one of those vessels, but this he was not permitted to do; he returned home, therefore, without seeing anything beyond their exterior. He succeeded, however, with the aid of a coppersmith in the village, in making the boiler which impels his little craft; it is totally different to any of the boilers now in use, and has not more than one-third of a horse's power.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Dr. Fergusson on the Causes of Mortality in the West Indies.

MR. EDITOR,—Having seen, in the last number of the United Service Journal, an excellent letter from a General Officer, on the subject of West India health amongst European troops, I have thought that I could contribute some facts and information in aid of his humane endeavours, and therefore, if you think this letter worthy of a place in your widely-circulated periodical, I beg that you will give it one in a succeeding number.

In his first position, that much more weight is to be attributed to the local situation of the military quarters than to the diet of the troops, I entirely agree. To suppose that anything which a man can possibly eat or drink would, of itself, ever give him true dysentery, or yellow fever, or any other kind of tropical fever, is about as vulgar and unphilosophic an error as can well be imagined. The first disease is caused solely by atmospherical vicissitudes (generally the difference of temperature between the night and the day, and more especially lying on the damp or wet ground*) in a hot climate, for it is indispensable to the production of dysentery that the heat of the weather should have had a certain degree of previous continuance. Thus, in high northern latitudes, however great may be the short-lived summer heats, it is absolutely unknown; with us we only see it at the close of hot seasons as a late autumnal disease; in the warmer countries of Europe it appears as an earlier summer one, and disappears when winter begins; and between the tropics it is ever present, constituting an ever-open outlet (for the yellow fever only comes in bursts) of human life; and all this I may say without the smallest reference to diet; for let that be what it may, the invasions of dysentery will be in exact proportion to the exposure of the troops to chills, and their consequences —obstructed perspiration.

The universality of weak and false reasoning upon the influence of diet, in causing what are truly atmospherical and endemic diseases,† is absolutely ridiculous; because along with the summer heats come also the fruits of the season;—these last must have brought the dysentery. Should fruit happen to be unattainable, as in a besieged town, or *tabooed*, then it must be the wine, or the rum, or the water; something, in short, which the patient has either eaten or drank, for to these only can his powers of reasoning and observation be made to extend; and here it may be worth while to state, that fruit is most useful, both in preventing and curing the disease. So long ago as the war of 1746, Sir John Pringle, Chief Physician of the Army in Flanders, strongly recommended ripe grapes as an excellent remedy for dysentery,—a practice which I have verified more than once in my own person. The late Dr. Cabbell found lemons and oranges equally efficacious in the Peninsula,—to which I was a witness. At Trinidad, Doctor O'Connor, formerly of the Royal Artillery, found the juice of the lime the only remedy to be depended upon, in a dreadful malignant dysentery of that climate; and if any one will ask themselves, whether they ever saw, or heard of even the abuse of fruit occasioning dysentery

* In the campaign of 1794, in Flanders, I have seen hundreds taken ill of dysentery within twenty-four hours after lying a single night on the wet straw of the tents. The season was hot, and the first rains chilled the atmosphere, so as to induce the disease. Had it been a cold one, the soldier would most likely have suffered rheumatism, pleurisy, or some other inflammatory fev[illegible] instead of dysentery.

† Soil and country.

in the winter season, the question will be decided. How often have I seen the fruit boat of the negroes driven from alongside the newly-arrived transport, as if it had conveyed the plague, and the poor longing soldier, heated with rum, and dried with salt provision, in the course of his voyage across the Atlantic, denied the refreshing and most salutary change, for fear it would give him the very disease it was so well calculated to prevent; while, I can take it upon me to say, there was not a single edible article in the cargo which he might not have eaten, not only with impunity, but advantage; for I have seen the scorbutic sailor crunch with infinite delight even the raw potatoe, (boiling would have spoiled it for a remedy,) and experience the benefit in all his crippled limbs. Let me not be misunderstood. I do not mean to say that the abuse of unripe fruits (for it is scarcely possible for the soldier, fed upon salt rations, to abuse the ripe ones) may not, by occasioning diarrhœa, so weaken the bowels as to make their possessor more liable than he would otherwise be, to become dysenteric when exposed to atmospherical chills; far less do I mean to say that drunkenness, by unhinging the whole constitution, would not make him more liable to be affected by every disease of the climate; but diarrhœa is not dysentery; so far the contrary, that so soon as we can convert the latter into the former by appropriate remedies, we have, in fact, cured the disease, or at least gained the most important step towards the cure.

The attributing the prevalence of dysentery in hot climates either to rum, or water, is equally absurd; if bad water gave the disease, what would become of the inhabitants of London, who drink the dirtiest water, and live in the healthiest capital of the world? Or what of the British Navy, the healthiest body of men in existence, who drink all kinds of water, amusingly declaring that laid in at London Bridge to be best, and seldom taste any till it has become more or less putrid, without ever experiencing any bad effects. I am not pretending to doubt that the long continued use of bad water may affect the health, especially of children, by inducing glandular enlargements, worms, and other chronic diseases, but I utterly deny that it can ever occasion acute ones, such as fever and dysentery; nearly, but not altogether, the same may be said of wine; and in the case of the West India soldier, whenever we hear either the wine or the water blamed for bad health, we may safely say—for these—read rum. Indeed the water, generally, throughout the West Indies, is as pure as any in the world. With the exception of Barbadoes, where it is welled in the coral rock, and in consequence slightly, but not unwholesomely, brackish; and Demerara, where it stagnates in the alluvial soil, we have almost uniformly the mountain rill as clear and wholesome as can well be conceived.

From all this I think it will be evident that the soldiers' diet, which, however, I believe may be greatly amended, can never have occasioned the dismal mortality amongst our European troops in the West Indies. Unwholesome locality is the cause, and almost the only cause; for were the quarters better chosen, and in many colonies they can be better chosen, there is good reason to believe the soldiers would be nearly as healthy as any in Europe. Your correspondent very properly attributes the unhealthiness to pestilential miasmata,—to which he might have added solar heat; but when he goes further, and states these miasmata to be the product of vegetable decomposition or putrefaction, he gets as much beyond his depth as I and all others have done when they attempted to disclose this occult but most active and pernicious principle.

What is miasma or malaria? I cannot tell, but I believe I can tell what it is not, and that is something; for the mind disembarrassed of a false creed is in due training for adopting the true one when discovered. It is not vegetable putrefaction, nor putrefaction in any shape, aqueous or animal, singly or combined. To the first every dung-heap in every part of the world at once proves a negative. The second is equally disproved by the floorings of fresh water always more or less putrid, and emitting

gases that cannot be confined, laid in for shipping, say a first-rate man-of-war proceeding on a long voyage; and if any one believes in the last, let him visit the abattoires (knackeries) of Paris, where the stench is so acute as to make the visitor sneeze and his eyes to water, yet the children are the healthiest, their parents the most robust, and, when infectious or atmospheric diseases pervade the city, into these health-preserves they never come. The "Quarterly Review" has pronounced the three stinking towns of Europe to be now Lisbon, Geneva, and Edinburgh. I have lived in the first and the last of these; and if they be the strongest scented (I give up the first) I can also vouch for their being the healthiest.

The first indispensable preliminary towards its production is a degree of atmospheric heat long-continued, and equalling or exceeding 70° of Fahrenheit; the next is the paucity of water where it has previously abounded: without these there can be no malaria, and even then it cannot be concentrated so as to produce mischief, if ventilation and perflation be continued and perfect. Hence the leeward bases of mountains throughout the torrid zone, the dried watercourses of hills, where vegetation never existed, nor could exist, for the torrents, and the deep ravine where the breezes never sweep the bottom, are its constant abode. But there need be no putrefaction in any of them to excite its fullest action; and should putrefaction be present, it is, as I shall presently show, only a concomitant adjunct of no importance, and never a primary cause.

To give a few instances, all of which I have personally witnessed and most carefully examined. Point-aux-Pitre, Guadaloupe, is situated amidst some of the most foul putrid marshes that can well be conceived, the stench of which almost always pervades the streets; but the town is not uninhabitable, and during some seasons, *when these marshes are full of water*, even comparatively healthy. This, however, is never the case with its principal outpost, Fort Fleur d'Epée, at the distance of two miles, where the marshes approach to dryness, where no water is to be seen above the surface, and no smell exists; yet it always has been a most deadly quarter, and all white troops justly considered their being ordered there as equivalent to a sentence of death.

The Bacolette swamp, Tobago, situated to leeward of Fort King George —the principal, indeed the only military quarter in the island—is a most dangerous one; but the times of greatest danger are not those when the smell is most offensive. I have visited the post when the fœtor (smell) was most annoying, yet found to my surprise there had been no marsh-fever amongst the white troops for months. It even infected the town of Scarborough beyond the fort, yet proved equally harmless to the inhabitants. At the town of New Amsterdam, Berbice, I found the smell from the neighbouring marshes to pervade even the sleeping apartments to a degree that banished repose, yet the troops and the inhabitants were healthy, comparatively speaking, and it was then the healthiest period of the year.

I need not enumerate facts and instances, although I could adduce many, but come to the point—that the marsh is never so dangerous as when it has ceased to be a marsh in the ordinary acceptation of the word—until it has gone beyond the stage of putrefaction and verged into that of aridity, without water on the surface, without smell, or any token cognizable by the senses. Let it be made a marsh again, and covered with water through abundant rains, it immediately becomes as safe and as healthy as the surface of the ocean itself. I do not deny that putrefaction—vegetable if you will—must exist in all these marshes, and that moisture is essential to that putrefaction, for without it, as we see in the Egyptian mummy and the dried fish of our fisheries, the
but malaria is the after-product of a more advanced st
process; and, however frequently putrefaction may and
the pestilence of swamps, it is not pestilence itself.

Should it be objected to this that great deep open swamps, such as the mighty eastern marsh of Trinidad, are ever pestiferous, I reply that every swamp must possess its half-dried and drying margins, and if not absolutely in the condition of a lake, must present an infinite variety of the drying surface from which malaria issues; but this is not all, for malaria of the most deadly kind is found to spring not only where no marsh has ever existed, but from the driest and apparently the cleanest soils, absolutely without vegetation, provided always that they have previously been saturated with water and that ventilation cannot reach them. The leeward shore of Guadaloupe is an instance: it runs for nearly thirty miles at the base of a ridge of steep volcanic mountains, which rises like a wall to the height of always more than 2000 feet, and utterly excludes the sea-breeze, repelling its current, and causing it to stagnate in perfect calm for at least two miles out in the sea as effectually as a strong dam would arrest the current of a running stream; but this shore, at the level of the sea, is mostly clean sand and gravel, or, higher up, hard rock; yet in the world I do not believe there exists soil more pestiferous; and when the coloured people, who alone ever venture to inhabit it, see strangers tarrying on the shore after nightfall, they never fail to warn them of their danger. It was here, on the last conquest of Guadaloupe by Sir James Leith, in the year 1815, that I caused the negro village and plantation of Bayleiffe to be occupied by our wounded in the attack upon Basseterre, the capital, and I thought I had secured an excellent quarter for them; but the people assured us we should all be destroyed, for it had ever proved the grave of the whites. This was attributed to their desire to be rid of us; for the soil was dry and clean—hard, dry, ochry rock, with watercourses trenched deep in its face, possessing abundant declivity, so that no water could ever have stagnated on the surface; but before the next morning violent remittent fever appeared amongst them, and Staff-Surgeon Kerr, the best-seasoned medical officer in the West Indies, who had for a course of years defied the most concentrated miasma of St. Lucie without a head-ache, fell one of its earliest victims.

A result so unexpected interested me deeply, and during a sojourn of nearly a year at the head-quarters of Basseterre, where the leeward coast commences, I took every opportunity of pushing my examinations. In so extended a line of coast it is to be presumed that some spots would occur of the character of swamp, but these were by no means the most deadly. Like the rest, they were bad enough; but the malarious poison was found to exist at its acmé, no matter how dry, or sandy, or shingly, or rocky was the soil, wherever ventilation was utterly obstructed; and one spot called Bonillante, from its hot springs, being a mountain basin of the cleanest sand, without any vegetable life but some stunted thorny shrubs of the acacia kind, was almost as deadly as the Grotto del Cano in Italy. No one who had ever ventured to pass the night in it for the sake of its hot springs had been able to leave it in the morning. This was the case at the base of the mountains; but high up, on the same range, were many delightful plantations, where healthy white families passed the whole year in full enjoyment of the most delicious climate; and one of these, Matouba, was selected by Sir James Leith for his own country residence.

But why do I travel so far to seek for proofs, when here, at home, the most ignorant peasant in the fens of Lincolnshire can tell that his ditches are always safe as long as they are filled with water, never becoming dangerous until dried up by the summer's heat; and I myself can tell that when I was inspector of the Kent district, in the very hot summer of 1807, by far the most afflicted quarter of the great Romney Marsh district was the point of Dungeness and its barracks, although separated from the marshes and vegetation by a bed of shingle, at least two miles in width; besides, if we revert [illegible] tory of the last war, we shall find that in the campaign of t[illegible] '99, after one of the wettest and coldest

summers ever known, the Army was free from anything like marsh fevers,* (I was there); but returning to the same country, on the Walcheren expedition, in the year 1810, after a very hot and dry one, it was so poisoned and paralyzed by them as to feel the effects during all the remaining years of the contest, and many of the survivors are experiencing the consequences even to the present hour.

The question of elevation as affecting tropical disease is a serious and interesting one. The mountain top, without a protecting screen, will no doubt confer security against miasma from below, if of sufficient height; but being scourged by every wind, dysentery, rheumatism, and every disease that can result from obstructed perspiration, must be the portion of its inhabitants; to say nothing of the difficulty of access. Such will never do for a military quarter; but in the mountain districts with which Jamaica is known to abound, screened from behind by higher hills, and at an elevation of 1800 or 2000 feet above the level of the sea, soldiers could not fail to be otherwise than healthy—healthier, I have no hesitation to say, than they would be in any part of Europe.

I know little or nothing of the country, having never been there, except for a short time at Kingston, in the year 1796, when a passenger on my way to St. Domingo, which gave me an opportunity of seeing that most unhealthy quarter; as well as Port-Royal and Fort-Augusta, if possible even worse; but my friend, Mr. Gillespie, now an eminent surgeon at Edinburgh, who was then surgeon of a regiment employed in the Maroon war, assured me that during several months that he served in the mountain districts he had scarcely a sick man in his list, and the medicine-chest was seldom or never opened. That this was true I know from my own experience in St. Domingo, where, it being necessary to occupy the country at every degree of elevation—the region of true yellow fever at Port-au-Prince, and its environs at the level of the sea—of milder remittent fever and dysentery at Torjeau, higher up on the hills—of ague in the mountain-post of Fourmier—of ulcers at Grenier, of still greater elevation, where that form of malarious disease appeared to be a substitute for, and representative of ague; and, finally, of perfect health, in the still higher mountainous districts above L'Arkahaye,—were as distinctly marked as if they had been drawn out in separate zones.

The three first, being dependencies of Port-au-Prince, could at any time be visited from thence in the course of a morning's ride, and the last was at no great distance down the gulf or bight, as it was called, of Leogane; but such are the products and effects of malaria, as modified by elevation of country; and to get beyond the three first, and arrive at the last, must be the object of every wise and humane government. Where to find them is the question; for in the smaller colonies the country is often so precipitous and abrupt as to make the formation of practicable roads a matter of the greatest difficulty. At St. Kitt's there is one called Spooner's Level, being a mountain plain in the middle of the great central ridge that runs through the island from north to south, and is about 1500 feet above the level of the sea. The spot, whether as it regards temperature or situation, is as delightful a one as ever I saw on this earth, and would be highly eligible, were the access to it more easy; but the roads on either side are watercourses rather than roads, and in the rainy season must be impracticable. At Barbadoes there is much fine accessible country, more particularly in the district called Scotland, but none of sufficient elevation to be absolutely safe. Of Antigua the same may be said; but Constitution-hill,† in the centre of the island, would, nevertheless, make an excellent

* They had catarrhal fevers, rheumatism, and every disease that could result from cold moisture in abundance.

† It is equidistant from St. John's (the capital) and English-harbour, and on the intervening road, being about seven miles from each.

post for white troops. St. Vincent's abounds in fine localities, all through what was called the Carib country, from the Vigie to Mount Yeung, and Owia; but Demerara, Tobago, St. Lucie, Dominica, and Trinidad, must, I fear, be consigned to black troops, for the white can never be stationed in any of them without a fearful sacrifice of European life.

To the last suggestion of your correspondent for moving white troops aboard ship whenever malarious disease prevails ashore, I cannot altogether give my assent. It is well known that the land-marsh poison cannot extend over even a short expanse of water, and that from it they would be safe;* but the anchorages of the West Indies are often unhealthy; and as these ships would necessarily be anchored in harbour at the hottest and lowest level, sheltered, moreover, as much as possible, which every harbour ought to be, from the breeze—overpowered by the sultry calms, or chilled in open ports by the thorough draught of the breeze, when it does come, or, far worse, fastened down with closed ports, at the risk of generating a typhus fever, to be saved from the tropical rains; and all this on the close 'tween-decks of even the best ship, I cannot help thinking that the disadvantages would greatly preponderate. Were the ships to proceed to sea, and the soldiers cheered with the animation of a cruise, it would be different; but who would then take the duties ashore, and where would be the defenders of the place in case they should be wanted? But more than this, ships often prove unhealthy of themselves, and have been devastated by fearful bursts of yellow fever, from causes generated within their own wooden walls; of this the Childers sloop-of-war, which fell under my own charge at Barbadoes, in a state of inconceivable distress from yellow fever, in the year 1816, was an instance†, and the Pyramus, three years afterwards, was another.

The sailors have a saying that a leaky ship is ever a healthy ship, and it is a true one, for the bilge-water in the ship's well and lower hold, however much it may annoy with the smell, is kept in a state of constant renewal by the leak; while the drier ship, without leak, debarred that refreshment of its waters, (and every ship must contain some,) falls exactly into the state of the dried and drying marshes I have been describing. This is not fanciful, for observant men have seen that a fever will often pervade one section or quarter of a ship while all the rest is safe, and have been able to trace its source to the condition of the hold in those parts: the greenness of the timbers, or some similar cause.

Before we dismiss the subject of malaria and its fevers, let me say a few words upon the much disputed question of their contagious or non-contagious nature. The contagion of fever can scarcely be made to exist in a tropical climate; and that of yellow fever, or cholera morbus, or dysentery, is one of the superstitions, or prejudices, or frauds of physic, through which the designs of what are called sanitary cordons have been masked, and quarantines established as an engine of state, to serve the patronage and influence of governments. Every commanding officer ought to know this, for I have more than once seen the bravest shrink from visiting the hospitals of their own men, believing they would thereby certainly be consigned to an unmilitary death; while, if their reason had not been obscured by panic, they would, in all probability, have found the immediate attendants on the sick to be the healthiest members of the corps; for the evident reason that, being resident in the hospital, and under the protection of walls and discipline, they were saved from drunkenness and the malarious chill of night guards—the principal cause of yellow fever: and here it may be worth while, as a part of military medicine, to offer a test

* It may, however, admit of a doubt, as I shall presently show, whether this proceeds from absorption by water, or the tenacious properties, narrow range, and difficult diffusibility of malaria.

† Vide Report at the Army Medical Board Office, dated Sept. 8, 1816.

in regard to the existence or non-existence of contagion, which never can deceive. Wherever the medical staff and sick attendants are early and generally struck down, we may fairly presume that there contagion must exist; but if they escape in any thing like proportional numbers to the rest of the community, we may infer, with still greater certainty, that there need be no fear of it whatever; for, as they must necessarily be exposed in what may be called a thousand-fold proportion, compared with those who never approach the sick, they could not fail to become the first and most striking victims. Wherever true plague comes they never escape; indeed, in some visitations of it they have actually been extirpated; but this has never occurred either in the case of yellow fever or cholera morbus.

Another test of contagion is the capability of its being conveyed from one quarter to another of similar temperature, and under circumstances of free communication; but if in the towns of Spain, when they suffered from yellow fever, it could not be carried beyond the walls, or even to many quarters within them; if, in those of America, the infected could be received without risk into the neighbouring villages, as was actually the case in both instances, there cannot be a doubt of its being a disease of locality alone, and never a personal contagion. Indeed we may as well suppose that the rattle-snake would be incapable of inflicting his poison remote from his den, or that the infections of itch and syphilis could only be contracted in certain localities, as that the yellow fever would be incapable of communicating its contagion—if it was contagious—beyond them; for all true contagions, such as those of small-pox, scarlet-fever, &c., are capable of being conveyed and communicated, at all times, in all situations, and under all circumstances whatever.

I write all this here because it unquestionably behoves every commanding-officer to be satisfied that, while obliged by duty to remain in malarious quarters, he may safely lend his aid in visiting and succouring his sick soldiers, who never can become contagious to him in a tropical climate, except under circumstances of the most faulty and inexcusable crowding of the sick: but even this species of contagion can never be generated there, unless temporarily, and must be infallibly dissipated again, as soon as due separation and ventilation are restored.

Here let me come to a close, for I feel that this letter has already extended to an unconscionable length for a periodical publication; but the subject of endemic disease, by which I mean the inalienable diseases of soil and country, ought to be a deeply interesting one to every military reader; and I have endeavoured to communicate what information I possess in language freed as much as I could from the ordinary professional jargon of medical writings. I cannot boast that I have written with knowledge of the subject, for the acutest tests and most delicate instruments have been employed in vain to analyse or detect the existence of malaria, and we can only ascertain its presence from its effects; but if experience and observation can enable us to designate the localities where it resides, we may often have it in our power to avoid the unseen destroyer. For these last I had ample opportunity, through the late Sir James Leith, who was as conspicuous for his zeal in the cause of science and humanity as he was distinguished for every military virtue, having employed me, officially, in making a health-survey of the whole windward and leeward colonies under his command; and, while so employed, the Government passage-vessels were always placed at my disposal.

I mention this here to exonerate myself from any charge of presumption to which the probably too confident style of the foregoing letter may give rise; for, feeling my own ignorance, I am still most willing to be instructed, and I invite and shall delight in any criticisms from a qualified quarter, that may be fairly and candidly conducted. It was my intention to have extended this letter to some further consideration of the soldier's

diet, dress, sleeping accommodations, amusements, &c., in the West Indies; but these, should you approve of my correspondence, must be reserved for a future letter.

I still write under my own name and character, and regret that the general-officer, whose excellent letter has called forth this one from me, did not also permit his name to be given to the public, for it would have stamped his judicious observations with additional value, and the credit due to every communication must always depend on the quarter from which it comes. With or without his name, I shall still hope, through your pages, to meet and co-operate with him again in the same good cause to which we both wish so well; and I have the honour to remain your obedient humble servant.

WM. FERGUSSON,
Inspector-General of Hospitals.

Windsor, July, 1837.

Sir Thomas Foley at the Battle of the Nile.

MR. EDITOR,—In an article entitled "Naval History," that appeared in the United Service Journal for last June (page 151), I observed the following paragraph, which circumstances of a private nature prevented my previously noticing. Speaking of the victory gained by Lord Nelson in Aboukir Bay, your correspondent says—

"The position certainly presented the most formidable obstacles; but the English Admiral, with the eye of a seaman, immediately saw that where there was room for an enemy's ship to swing, there must be room for one of ours to bring up; and though he had already made known his plan in case of finding the enemy at anchor, he now, from the manner in which he saw them riding, resolved upon the smashing system of doubling upon the van and centre, so as to give each Frenchman a foe on the bow and the quarter, knowing that the rear should be unable to weigh and succour their friends."

The article goes on to give a due commendation to this brilliant and prompt blow struck in fight, and which blow decided the great sea battle in the Bay of Aboukir. In all engagements we know that some circumstance occurs which, more than any other, destroys the balance between the contending hosts; and whether this circumstance happen late or early in the struggle, from that moment or crisis of the fight, the current of the battle sets with the victors, and the doomed squadrons faint and perish; the desperate efforts of heroic bravery, and the skilful application of such courageous exertions, may prolong the fight—may add to or diminish the slaughter and the glory,—but the day is lost! Such, Sir, was the nature of the decision taken at Aboukir, to pass between the French fleet and the shore. By this manœuvre the enemy's preparations for battle would be deranged. This advantage was, as your correspondent justly says, observed "with the eye of a seaman," and the blow was struck with the boldness of a hero, for it was the boldness of moral courage assuming the deepest responsibility. But, Sir, Lord Nelson was not the man who proved the adventure: the exploit was achieved by Sir Thomas Foley; the chivalrous commander of the Goliah began the action—he it was who, in this critical moment, saw that there was room to pass between the shore and the enemy's fleet; and though the orders of Lord Nelson were to attack the French line on the *outward* side, Foley, against those orders, passed *inside* between the enemy's ships and the shore, thus incurring all the responsibility attaching to so daring a deed—the accumulated responsibility of disobedience, of getting aground, and of defeat—not only the defeat of his own ship, but of the whole fleet, already inferior to the enemy. Sir, the action was great in itself, and would have been great even in the great Nelson; but it was greater in the subordinate than in the chief.

Far be it from me to desire that any warlike deed achieved by Nelson

should be disputed; but his actions can acquire no splendour by attributing to him the deeds of another man—a man who was both his friend and the companion of his glory! It is also known that Lord Nelson said, "*had he seen the manœuvre in time, he would have made the signal for Foley not to go inside.*" The Victor of the Nile was too great to feel envy, nor desired to deprive Foley of the glory which attached to his intrepid conduct; on the contrary, Lord Nelson made that conduct more glorious and more public by his approbation.

My being closely connected with the family of Sir Thomas Foley has induced me to write this letter, correcting an unintentional error in the United Service Journal and other valuable works; which correction, I have no doubt, the authors will approve of, for such biographical notices as these serve to free histories from those small but unavoidable errors incident to all great works.

I have the honour to be your obedient Servant,

CHARLES JAMES NAPIER, Major-General.

Bath, August 1, 1837,
Anniversary of the Battle of the Nile.

Prevention of Accidents in the loading of Ordnance.

MR. EDITOR,—My attention having been lately drawn to the circumstances connected with the accidental discharge of cannon whilst loading, I feel it desirable, in order to aid as far as possible in preventing such accidents (always serious ones), to publish the following observations, which, although probably not new, may still be beneficial as being newly published.

When such an accident occurs, the first inquiries usually are—"Was the vent properly served? Was the cartridge good, and rightly put into the gun? Did the sponge fit the gun, and was the gun correctly sponged, after firing?"

Now I will suppose a case in which, after examination, all these queries are satisfactorily answered in the affirmative, and in which also the gun is found in all points serviceable; nevertheless, an accidental explosion has taken place, and Nos. 2 and 4 (the first the man who sponges, the latter the man who serves the vent) are seriously injured. How is this? I think it may be accounted for thus:—The insertion of the sponge into the gun drives the air in the gun towards the breech, and whatever portion of it does not by re-action escape at the muzzle, or pass behind the sponge, is forced up the vent, and the more so, the more closely fitting or higher, as it is technically termed, the sponge. The vent being stopped by No. 4, there will, especially with a high sponge, be some condensation of air in it, and, perhaps, a consequent ascent of any light inflamed particles in the gun up it. The moment the sponge is withdrawn, the condensed air in the vent expands, returns into the gun bore, and the inflamed particles with it, blown into a flame by the action of the air. The cartridge is then rammed upon the flame, explodes, and costs usually, at least, an arm to No. 2, and a thumb to No. 4.

I would submit, with all deference to more experienced authority, that every sponge, the quick sending home of which in the gun forces a strong draught of air into the vent, is too high, and is dangerous; and that all notion of extinguishing fire remaining in a gun after a discharge, by creating a vacuum in the bore, or even by expelling from the gun the air necessary to the support of flame by the use of the [illegible] ould be recognised as erroneous, since, supposing the spo[illegible] ted as to drive all the air before it from the gun-bore, it [illegible] condense the more strongly the air in the commani[illegible] ent, and create the more powerful and dan[illegible] al of the sponge.

It would be well, in fitting sponges, to try them by ascertaining the effect of their draught upon some light substance, such as a fold of writing-paper, laid on the vent, reducing them until it does not blow off the covering of the vent. Care must, at the same time, be taken that the sponge be high enough to clean the bore of the gun by the usual turns of the gunner's hand after the sponge is home. Particular care should also be paid to the making of those turns, as they are likely in quick firing to be omitted, and are of the utmost importance to the prevention of accidents. The serving of the vent by No. 4 should also be carefully looked to, so that there may be no draught of air through the vent, for although thereby the condensation of the air in it must be promoted, yet this is not so likely (unless very considerable) to occasion the concealment of fire in the vent as a thorough draught would be.

If there should be doubt as to the fact of the condensation of air in the vent of a gun by the use of a closely yet easily fitting sponge, I would refer to the match syringe, used by smokers and others, for procuring instantaneous light. In this instrument a piston (like a sponge) is sharply pressed home by the hand in a small cylinder of the size of a child's squirt. The condensation of the air in this small tube is such that heat enough is expressed from the air to fire a piece of tinder at the bottom. Now although the sponge be not so nicely fitted as the piston, it acts upon a much larger quantity of air through a longer tube, communicating with another, the vent, only ·2 inch in diameter, but the whole thickness of the metal at the breech in length.

I remain, Mr. Editor, your obedient servant,

J. A. Gilbert, Capt. R.A.

Island Bridge, July 31, 1837.

P.S.—In the only two instances of accidental gun discharges which I have found on record, the sponges were, on examination, found to be nearly new, and nicely fitted—*i. e.* close, but easy to move.

The Depôt System.

Mr. Editor,—In common with the working part of the Army—I mean regiments on foreign service—I was much disappointed to find that the Secretary-at-War, when introducing the Army Estimates for this year before Parliament, while he admits the hardship of our nearly perpetual colonial service with a far more kindly consideration than the Army have been accustomed to receive from civilian War-Secretaries, has overlooked the real source of the evil he laments—*the depôt system.*

Why is it (I will quote Lord Howick's own words)—"That out of 103 battalions of infantry of the Line, *eighty-two* were continually in the colonies or afloat, leaving at home, out of the whole number, *twenty-one.* The effect of this was, that regiments, after very long periods of foreign service, had scarcely *four* years to spend in this country (home) before it again came to their turn to go abroad."*

Why is it so? Because there are seventy-eight depôts at home, each (excepting those of regiments serving in the East Indies) consisting of a Field-Officer and Staff, four companies, having an establishment of 224 rank and file, and bearing the proportion in numbers of more than the third of their respective regiments.

These seventy-eight depôts, or miniature battalions, are, in truth, the principal infantry force at home, and furnish our garrisons in England and Ireland—they are the home Army.

If it were possible to establish a continual and fair exchange of officers, non-commissioned officers, and private soldiers, between the service and depôt companies, so that all and each of every rank should enjoy their

---

* Secretary-at-War's Speech on the Army Estimates, 5th April, 1837.

full proportion of depôt relief at home, then this system would not be further objectionable, than the cost of transport in making these exchanges every year, the extra expense arising from depôt Staff pay and contingencies, and the inefficiency as to numbers produced by dividing a respectably-sized battalion of 700 men into two puny skeletons.

But this has never been the case, nor is it possible that it can ever be so. Not one soldier in one hundred who embarks with the head-quarters of his regiment for foreign service ever joins the depôt, or returns home at all, unless it be with the return of his regiment, and that he has been fortunate enough to survive the awful ordeal which the noble Secretary-at-War so feelingly says—"Is a prospect which might well appal the boldest, and deprive men of courage so necessary to bear up against the depressing effects of climate*." And if he does live to work out his ten or eleven years of dreary banishment, he returns, indeed, to his native country—but he returns worn out with climate, with repeated fevers, a debilitated spectacle, and a mere wreck of the man he was ten years before.

I have seen more than one regiment land, on its return from the West Indies, and believe I could at once point out, from their worn-out appearance, the surviving few who went out and returned with their colours.

A few invalids—the worst cases, used, hitherto, to be sent home from this command annually; but of these a great portion died on their voyage home, and the survivors were discharged at Fort Pitt, with, perhaps, a pension of 6*d.* per diem, to terminate at the end of two years; after which period (if the victims still presumed to live) they might go to the parish workhouse, beg, or starve.

With that most valuable and deserving class of men—the non-commissioned officers of regiments, the case is precisely the same. They have no hope of return home, but with the regiment, and the very sinews of the battalion, its staff-serjeants, pay-serjeants, and colour-serjeants, have no chance of a relief by a transfer to the depôt.

If quite worn out with continued illness, perhaps they may be invalided, sent home, and finally discharged with the miserable mockery of a pension as now usually granted. But the greater proportion of these deserving men are destined to live between the parade ground, the garrison guard-rooms, the barrack-room, and the hospital, and to end with the garrison grave-yard; while the same class of men at the depôt are exempt from all the dangers and ills of tropical climates, enjoy their staff and company appointments at home, and unless they misbehave, are very seldom sent abroad.

The system does not expose the officers of a regiment on service to quite such an accumulation of evils. If ill, and they do not die under the first visitation of the yellow-clawed monster, they generally succeed in getting sent home by a Medical board, and join the depôt.

A few who have interest "with the powers that be," or who time their applications judiciously, get leave "on private affairs," which, when once at home, they contrive to get renewed five or six times, and perhaps, in the end, join the depôt. But these are only a few, and generally the worst officers in a regiment.

The zealous steady officer who preserves his health by regular and sober habits, and whose energy enables him to bear up against the climate for several years, when, at last, his health, or private affairs, induce him to ask for leave,—finds that he is refused because he cannot be spared. So few officers are there still remaining with the service companies, that the commanding officer does not feel himself warranted to recommend more leave; while the idlers, the shirkers, the cripples and worn-out debauchers, the seekers-after-patronage and interest, and all who are known in the Army by the general term "*humbugs*" herd at depôt.

* Secretary-at-War's speech on 5th April, 1837.

But the greatest evil arising from the depôt system, as concerns the officers of a regiment, is the moral mischief it occasions. The good feeling, the unanimity of a regiment, is terribly injured by the heartburnings and jealousies consequent on the struggle to get to the depôt.

I write advisedly, and from personal experience as a regimental officer, always employed since the first introduction of the system, when I state that full two years before a regiment goes on foreign service a mischievous and intriguing competition arises as to who are to be "told off" to remain at the depôt. The old officers urge that their former services give them a claim, while the juniors assert that it is their right as such. One officer pleads a large family, and hopes to remain; another has most urgent private affairs to detain him; and a third tries to shirk his duty through private interest with the Colonel of his regiment, or of some underling about the Horse-Guards. All the subalterns become at once, in their own opinion, inspired with the talents and qualifications to become depôt Adjutants or Paymasters, and each has stronger claims than all the others.

The Lieutenant-Colonel commanding cannot satisfy all; and the service companies embark at Cork with the majority of the officers in ill humour, from their disappointment, and their *esprit de corps*, unanimity, and every good feeling, shaken or destroyed; and these bad feelings, once engendered, do not soon pass away—they last sometimes for years. The commanding-officer has absolutely no authority in arranging the removal of officers from the depôt to the service companies, and he soon finds that all the officers who get leave to go home, through Medical Boards or otherwise, contrive to evade rejoining, and he finds himself crippled for want of officers, and obliged to refuse all further applications, however strong the claims, or urgent the occasion. In the regiment I am now serving in, there are at this present moment only fifteen officers, of all ranks, and *including* medical and other staff, serving with the service companies, which are, too, in addition detached; while, without counting the Colonel of the regiment, there are twenty-four officers away, either at the depôt, on the staff of the army, or on leave.

It would take too much of your room, and my time, to detail the whole of the evils of the depôt system. I have, I think, set down the most glaring, in the hope that by your giving publicity to these strictures in your useful Journal, that the Secretary-at-War might receive a hint as to the only real way of relieving regiments of the line of a great portion of that colonial banishment to which he has been kind enough to say "he has directed his most earnest attention," and which he so forcibly set forth in his speech on the army estimates.

Reduce the depôts to one skeleton company each, and then a regiment will go altogether on service, increased by two-fifth's or more than a third of its present strength. The regiments already abroad must be joined and augmented by their depôts. This will of course reduce the number of regiments necessary for the keeping up of the present strength of our colonial garrisons, while the number of regiments at home, who will then perform the duty and occupy the garrisons now filled by the depôts, will be proportionably increased. So that a regiment, on its return from foreign service, may remain at home seven instead of four years; or which would, I think, perhaps be better still, the period of foreign service might be shortened from ten to seven years.

This would indeed be a benefit to the service, and improve the comfort, the efficiency, and the discipline of the Army.—I am, Sir, your obedient servant,

A FIELD-OFFICER.

West Indies, 1st June, 1837.

P.S.—Whenever the change I have advocated has been reported as to take place, it always has been coupled with a reduction of Second-Majors.

But this would be miserable economy, and injure the efficiency of the battalion.

On colonial service field-officers get sick and require a relief as well as other people, and after years of foreign service ought to be indulged with occasional leave. To afford this, and to ensure the presence with the regiment of two field-officers, it is requisite that the three be kept up. There is a great difference between infantry of the line and our cavalry regiments, both in numbers and stations, and the Second-Majors, who were easily dispensed with in the cavalry, are absolutely necessary in a regiment of the line, especially when on foreign service.

F. O.

Mortality amongst the Generals and Admirals for the last Twenty Years.

MR. EDITOR,—Happening some little time since to meet with an Army List for April, 1817, curiosity prompted me to compare it with that of the corresponding month in the present year, to see what changes had taken place amongst our seniors in the twenty years. The result was as follows:—

In April, 1817, there were—Field-Marshals, 7; Generals, 96; Lieut.-Generals, 201; Major-Generals, 299. Total, 603.

Of whom there remained, in April, 1837—Field-Marshals, 4; Generals, 13; Lieut.-Generals, 80; Major-Generals, 126. Total, 223.

Making a difference of 380, or an average of 19 deaths yearly.

Having been unsuccessful in my attempt to procure a Navy List of the same date, I subjoin the result of a comparison of the lists of January, 1817, and 1837, trusting you will deem my communication worthy insertion in the United Service Journal.

In January, 1817, there were—Admiral of the Fleet, 1; Our late revered Monarch; Admirals, 60; Vice-Admirals, 62; Rear-Admirals, 74. Total, 197.

Of whom there remained, in January, 1837, including the present Admiral of the Fleet—Admirals, 7; Vice-Admirals, 14;* Rear-Admirals, 31. Total, 52.

Making a difference of 145, or 7¼ per annum. The 30 superannuated Rear-Admirals in the 1817 list appear to be all gathered to their fathers.—

I remain, Sir, yours,

A CONSTANT READER.

Bath, August 16th, 1837.

The Inadequacy of General Brevets to reward Military Services, and a Remedial Plan proposed.

MR. EDITOR,—The last brevet having been brought under the consideration of the public by the proceedings in Parliament, and the subject deriving fresh interest from the accession of a new Sovereign, an event usually attended by a promotion of greater or less extent, it may be desirable to inquire whether brevets as now issued are the most fair and satisfactory modes of rewarding the general services of the Army; or whether some more effective plan might not be devised to spread the benefits of brevet promotion more generally through the regimental ranks. Without entering into the question whether the system of purchasing commissions is or is not advantageous to the Army, I think it will be readily allowed that the class of men to whom the boon of brevet promotion ought to be rendered most applicable is that of officers who, from

* Should any inaccuracy appear in these figures, it must be remembered that Vice-Admiral R. Decres of 1837 appears as a retired Post-Captain in 1817.

deficiency of pecuniary means, are unable to forward themselves by purchase, and are consequently often left for many years at the head of their rank, whilst they have the mortification of seeing their more fortunate brother officers passing over their heads. We have only to refer to the Army List to notice in almost every corps the number of valuable officers, both Captains and Subalterns, who are in this predicament.

The present system of brevet promotion is sadly defective in affording a remedy to this evil. A glance at the late promotion will show that only three out of all the regiments of the line profited by it, or in other words, that out of all the Colonels made Generals on that occasion there were only three whose removal from actual command occasioned regimental vacancies. I am not surprised that slowly as the current of promotion flows, many old Colonels who have reached the summit of regimental rank, growing weary of its drudgery and the vicissitudes of climate and station to which they are exposed, should relieve themselves by retiring on half-pay, whilst their early inclination to do so is encouraged by the knowledge that their progress in rank will be the same as if they continued incurring the risks and hardships incidental to active service; but what a disappointment is their retirement to their subaltern comrades, who see the chances they have been looking forward to of regimental promotion by the brevet advancement of their Colonel destroyed, whilst, perhaps, a young Lieutenant-Colonel is introduced over their heads, to remain until it suits his convenience to follow the steps of his predecessor!

All this, it may be said, is well known; and even at the Horse-Guards a vain desire is often expressed, to give the subaltern of the Army relief, if it were possible. It is this hypothesis that leads me to suggest a measure which would apparently tend, in a certain degree, towards this desirable object. It is simply to draw a distinction between the promotion from active service and half-pay. Let a portion of the vacancies which annually occur amongst general officers be filled up by promoting to that rank, according to seniority, such Colonels as are actually serving regimentally, or on the staff, and allow the regimental commissions so vacated to be filled up without purchase. Let us observe how this plan would work practically, by assuming the annual vacancies of Generals to average about twenty, and the proportion to be filled up one-fourth, we find that the annual promotion of five Colonels from actual employment would stand as follows for the next four years:—

Years.	Artillery.	Cavalry.	Guards.	Line.	Staff.
1	1	1	1	2	.
2	1	1	.	1	2
3	1	.	.	2	2
4	1	.	1	2	1
Total..	4	2	2	7	5

The expense attending the promotion of these Colonels would be trifling, whilst the encouragement it would give to the profession by keeping open the channel both of staff and regimental promotion, would be of essential advantage; nor could the Colonels on half-pay have any just reason to complain that those of their rank who have continued at the labouring oar should get their promotion before them—they would enjoy their *otium* as heretofore, until the period of the septennial brevet; though it may be a question for the authorities whether, in the selection of General Officers for staff employment, a preference should not be given to such as are promoted from active service.

MILES.

Confidential Reports.

Mr. Editor,—As the soldier's friend, you may possibly be able to effect one great and desirable change with respect to Confidential Reports sent by Commanding Officers of Regiments to the Horse-Guards, particularly during the war, by recommending that inquiry should be made into the *authority for such reports having been made*, and that none such should be *made in future* unless first submitted to the Field Officers of the Regiment (if not affecting them), or to the General Officers of brigade or division, in order to prevent the abuse of such a tyrannical power when placed in the hands of one person only, without any previous inquiry or notice.

In one instance I am assured that the Lieut.-Colonel commanding obtained a step for a relation by the improper use of this private military inquisition; and a gallant friend of my own, *on whose account I write*, and with whom I served, is threatened with a total loss of reason in consequence of having cause to suppose that he is one of the proscribed.

Formerly you could attend the levees at the Horse-Guards without long previous notice—*now* you are required *to give such notice*, that reference may be made to the black book.

There was, and I believe is, no previous inquiry, but the misrepresentation is often made from private motives, and the victim booked for life.

A certain Field Officer at the Horse-Guards can give full information on this horrid system, if called upon.

Your Servant and old Correspondent,

J. C. C.

Manning the Navy.

Mr. Editor,—As there appears to be much delay in manning her Majesty's ships, I would suggest a mode by which I think many men would be got. Being much on the Welsh coast the last few years in a yacht, I have had many applications from young active sailors to get them entered in the Navy. I have invariably sent them to Liverpool, understanding that there was a rendezvous for them to be entered for the Navy there. They not knowing or understanding what the real discipline of the Navy is, have returned with disgust at the sight of a little tender that has generally been sent to receive them.

Now at so large a sea-port, and at which place there is so much trade, I would have a sloop of war, or something of that sort, stationary in the Liverpool river, to enter men, and to teach them what the discipline of the Navy is, the gun exercise, &c. &c. They would then learn to respect the Service, and, I know, would flock from all parts of the Welsh coast. When they understood these duties thoroughly, I would then have them sent round to be distributed to any ships that may want men.

If this is worth your notice you are most welcome to put it in your Journal.

A Commander, R.N., and a native of N. Wales.

July 27, 1837.

Reflections on Dress, suggested by a Red Herring.

Dear Mr. Editor,—You will, I hope, excuse the *endearing* appellation on the score of old acquaintance, whilst I relate the conversation which took place between J. D. and myself, and which is the only sort of apology I have to offer for presuming to place at your feet the following and unpretending lines.

Well, dear Mr. Editor, Joe and myself had just concluded th matutinal operation of discussing our penny roll and red her

fair and sentimental reader, be not horrified at such a dreadful occurrence! for *entré nous*, hungry Subs always have breakfasted—always do breakfast—and always will breakfast, to the end of the chapter, on that delicate little swimmer called a red herring, which, from the marked partiality of the military, is frequently termed a *soldier;* at least I can in no other manner account for its receiving so martial a nomenclature. Well, as I before said, we had just finished the rolls and herrings, and, buckled up in armour, were momentarily expecting a summons to morning parade.

The uncertainties of this life are proverbial, and so are those of the Irish climate. As we thus sat prepared for all the dangers of a field-day, the clouds rapidly collecting veiled the bright face of Sol so completely that his indignation burst forth in a flood of tears, in the shape of one of those showers which so happily keep up the verdure of the Emerald Isle. A field-day was now out of the question, and we soon listened to the joyful sound of "no parade." These tuneful notes did not, however, produce their usual effect on D. He sat with a visage lugubrious as the heavens; his left hand employed in flirting with the tail of the defunct herring, whilst with the right he occasionally stroked down the sleeve of his old regimental frock-coat, at which ever and anon he cast a glance both mournful and affectionate.

"Why, Joe! what the devil's the matter with you?" exclaimed I; "you must be in love, old fellow."

Joe smiled; it was a knowing but a melancholy smile, as much as to say, bad enough, but not *quite* so bad as that. "No, indeed, N.," said he; "but I was thinking of these frog-belts, dang them!"

"Frog belts! and what have they to do with that confounded long face of yours?"

"Do, indeed! quite enough. Look at this coat;" and he again began to caress the well-worn garment. "I have only had it—(I forget how many months)—see what a state 'tis in; and indeed 'tis all owing to those belts—indeed it is!"

The accusation was true. The coat *did* bear honourable scars, evidently not so much the effect of Time's unsparing scythe as of the deadly weapon Joe carried at his hip—that weapon which had been intended not to swell his tailor's bill, but to increase the carnage on a well-fought field. The "true blue" had turned *pale* where the accursed belt encircled his manly loins; the lower part of the left arm was painfully threadbare, and a *patch* (alas! a *patch!*) was too visible at the point of contact between the hilt of the Toledo and its warlike owner.

I began to enter into Joe's feelings; for there is nothing like common suffering to create sympathy in another's woes; and my own coat spoke volumes against the *frogs*.

"Well, but what's to be done, my dear fellow?" said I, after a pause.

"Done! why write about it, indeed! and send the paper to the United Service Journal; 'tis a wet morning; you have nothing better to do; here are pens, ink, and paper. They say that Lord Hill always reads that amusing and instructive publication; and indeed there is no knowing if it may not cause the old sling-belt to be again brought in."

Such, dear Mr. Editor, was the origin of this letter, in which I shall only add, with respect to the frog-belts, that it certainly is not ornamental, and its use may be appreciated when I mention, what every infantry officer must know, viz., that on a march the sword is frequently taken out of the belt, and carried in the hand, to avoid the unpleasant alternative of having the elbow bruised at every step, if placed well to the front, or of getting the scabbard entangled between your legs, if to prevent this evil it is put more by "the stern."

I shall now drop this subject; but as the morning continues wet, and D. appears to be in a "dress-reforming" mood, I shall take advantage of the remaining paper to note down a few more of his remarks, only begging

to remind you that should you not approve of them, they are his, not mine.

First, then, to commence "aloft,"—can no substitute be found for that article called a "hat cap," which does duty as a covering for the head, while it neither covers nor shelters from rain or sun, from heat or cold, and is, moreover, the most uncomfortable head-gear that ever was invented since the days of Adam? Anything would be preferable—a turban, a helmet, or even Don Quixote's brass basin: the latter much more useful, and fully as ornamental.

Then, *à propos* of ornament,—whose taste could ever have suggested those bars of white tape, dignified with the name of lace, which only serve to give the soldier the appearance of a mountebank, and to hide the honest colour of his jacket, a colour of which we are all justly proud! One step has, however, taken place towards the removal of this gingerbread decoration, as at the next issue of clothing, the coattees of the serjeants are to be divested of it.

Again, let me ask, why the waist-belt, as worn in the Marines, is not adopted in the line? Is it because it would entail some additional expense on the Colonels of regiments? Of its utility and soldierlike appearance there can be but one opinion, particularly now that every regiment is supposed to be perfect in light infantry drill, during which, unless confined by this useful appendage, the pouch is flying one way, the bayonet another; and the soldier when at the double is frequently obliged to steady them with one hand, which of course considerably retards his motions.

And now, fair reader (if such there be whose patience can have carried her thus far in these learned dissertations), I warn thee to get thy fan in readiness, wherewith to hide thy conscious blushes, or, perhaps, Miss, you had better shut the book for ..... (I really find it difficult to *express* myself) ..... for I am going to treat of ..... *inexpressibles!*

Now, Sir, as the ladies have retired, I will drop at once *into* my subject. As you are a military man, you are, of course, aware of the alteration which took place some time ago in this (except to a Highlander) very useful part of the soldier's dress, I mean in having them built *à la Cossack*. It is certainly a great improvement; but it would have been a still greater one, had we stuck more closely to the pattern afforded to us by those "sons of the desert," whose tailors, unless I am greatly mistaken, never confined the button system to the front. But one word to the wise. The advantage of the real Cossack build must be evident to any one who has seen the stragglers on a line of march, where every military man must be aware of the difficulty the tired soldier, who is obliged to fall out, has to make up a quarter of an hour's lee-way, and to regain his place in the column; and in an enemy's country, particularly on a retreat, we know what is generally the fate of the unfortunate straggler.

But, my dear Sir, I have got to the bottom of the dress, to the bottom of my paper, Joe D. is yawning most fearfully, and has, moreover, completely pulverised the tail of the oversaid red herring, which I am convinced was the cause of all the eloquence herein displayed, as with the tail that eloquence has ceased. Therefore, fair and sentimental reader, turn up no more thy pretty nose at this useful little fish, for in it there is virtue; and if you have derived five minutes' amusement from old Joe's observations, rely upon it, "'tis all along of *them 'ere* red herrings."

E.N.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, August 21, 1837.

Mr. Editor,—The electors of the borough of Portsmouth had a good opportunity of throwing it open, and returning Admiral the Right Hon. Sir George Cockburn as one of their representatives last month; but through breach of faith, supineness, and bad management, instead of bringing upwards of six hundred votes to the poll, which were promised him, he fell lamentably short of that number, and the Conservatives let the chance slip by. It is to be hoped they will manage better next time. Fortunately there was no lack of energy or broken pledge among the freeholders of the southern division of the county; for notwithstanding the attorneys and Whig-Radicals persuaded Sir George Staunton, good easy soul, and Rear-Admiral Sir J. A. Ommanney, who by the way is scarcely known beyond Havant, and has but little stake in the county, to stand, and what is more ridiculous, go to the poll, yet the old and respected members, John Fleming, Esq., and H. C. Compton, Esq., were re-elected by large majorities. The Isle of Wight men also brought in their Conservative candidate, Mr. A'Court Holmes, ousting Com. the Hon. D. A. Pelham.

On the 29th July, Rear-Admiral the Honourable D. P. Bouverie commenced duty as Admiral Superintendent of this Dockyard, and his flag is flying on board the Victory.

Rear-Admiral Sir Fred. L. Maitland having finished the Dockyard duties, and given up the charge, hoisted his flag on the 30th July on board the Excellent, *pro tem.*, as Commander-in-Chief of the squadron in the East Indies. His proper flag-ship, the Wellesley, is expected from Plymouth about the first or second week in September, when the Rear-Admiral and his suite will embark and proceed to his station to relieve Vice-Admiral the Hon. Sir T. B. Capel.

We have had large importations of the discharged Anglo-Spanish Legion; but they are gradually moving out of the garrison. Upwards of 1000 have been conveyed to different parts of Ireland, from whence they enlisted, in her Majesty's steamers. Some hundreds have been sent to Scotland. The regiments in garrison have taken a few; others have turned their hands to harvest work; but many, being sick, wounded, and necessitous, are wandering in the neighbourhood. It is to be hoped they will get into some employ or another before the winter sets in.

When it is remembered of what materials General Evans's Legion were composed, the treatment they have experienced from the Spanish and British agents, the endeavours made, and with success, to defraud many of the promised gratuity—for they only get a document to say that they are *entitled* to half a year's pay, but no place fixed for *obtaining* it—and the sickness and misery which numbers have gone through since their arrival in Portsmouth, it is but fair to state that for so mixed a body of men they have been most orderly and civil. A few are decided raffs; and when quitting the place in groups of a dozen or so, and stopping or calling at farm-houses, &c., for water or bread, have, as might naturally be expected, excited some alarm among the inmates on such suspicious-looking parties appearing; yet it is satisfactory to know that not a single complaint has been made to the magistrates of a serious robbery or a gross outrage being committed. The poor fellows deserve much better treatment from those they served than what they have met with.

The sailing trial of the Pique, Inconstant, and Castor, under the superintendence of Captain Sir J. J. G. Bremer, acting in the Hercules, has taken place, and the result is, as might be expected, the Inconstant is declared the superior man-of-war in every respect. On one or two occasions each of the frigates had the advantage over the others; but upon the whole the palm must be awarded to the Inconstant. They had some heavy weather while out. The Castor sprung her mainmast, and has gone to Malta to

have it repaired or replaced. The Inconstant sprung her bowsprit, and is now in Plymouth to have a new one. The Pique came here to have her main-chains repaired, owing to the Castor getting on board when working off Corunna, but has since been in dock to have her copper scrubbed, and was taken out on Friday. Her alterations, &c., *this time* consist of the repairs and scrubbing before mentioned; the landing of the remainder of her iron ballast (about 15 tons), and her topmasts lengthened about two feet to give a better hoist for her topsails.

It is reported that the Inconstant and Pique are to have another trial; but all parties pray that it may only be on going down Channel, or to a certain latitude, when proceeding to their respective foreign stations. There is scarcely an officer or man who is not heartily tired of experimental cruising. The men desert whenever opportunity offers, and will continue to do so until the ships are ordered abroad. Seamen have a positive dislike to the Pique from the hardness of the work which falls on them, in consequence of having a reduced crew for her tonnage, &c., compared with other ships. The masts and yards of the Pique are as cumbersome as those of the Edinburgh, while one ship has a complement of about 300, and the other of 500 men.

Captain the Honourable H. J. Rous has been relieved in the command of the Pique by Captain Boxer. As there are very many reports about the ship, and having endeavoured to obtain the best and most lucid, I question if a better account of her services can be furnished than the following part of an official statement which Captain Rous has himself written. It is like all his actions, straightforward and explicit, and as he truly observes, a very plain narrative, and from which every one can draw his own conclusion as to the merits of the ship.

An extract from the official report of the Hon. Captain Rous as to the qualifications of the Pique frigate:—

"30, Grosvenor-square, August 10, 1837.

"So many incorrect reports and conflicting accounts of the trials of her Majesty's ship Pique having appeared in the naval journals, that, having retired from active service, I feel myself at liberty to put the public in possession of the facts; I shall therefore make a plain statement, from which they may draw their own conclusions.

"I commissioned her Majesty's ship Pique in November 1834, and having consulted Sir Wm. Symonds on every particular relative to her stowage, &c., we sailed in February to look for the Castor on the north coast of Spain. Pique in the Surveyor's trim, 12 inches by the stern.

"On the 19th February, off Santander, the wind falling light, with a heavy swell, we were obliged to anchor in the outer bay. Feb. 20th,—in a heavy squall parted the best bower chain cable at 95 fathoms. On the 21st, the weather looking threatening, hove up the other anchor and went to sea. 24th,—Pique hove to under a close-reefed main topsail,—shipped a sea, which started the head-rails, washed in part of the forecastle hammock netting, and flooded the main deck. After continued bad weather, during which we had to pull up 25 inches of our lower rigging and stays, Castor and Ringdove joined company; our trim was then, by computation, 15 inches by the stern, 145 tons of water on board, and 52 tons of ballast.

"First day's trial, Castor and Ringdove beat Pique easy on a wind, brought the four after quarter-deck guns to the mainmast. Second day, wind a-beam, both ships again beat us one mile an hour. Third day, I ran aft to the mainmast the eight foremost guns, got all the weights from forward, and in a run of forty miles on a wind, found the Pique equally matched with the Castor. The fourth trial, started 21 tons of water from her fore-hold, subsequently 25 tons more, and always kept an advantage over Castor going to windward, especially in blowing weather; the Pique then at three feet by the stern worked and steered well, and never shipped a sea.

"On my arrival in England, 31st March, 1835, I informed Sir Wm. Symonds of every particular, recommended the ballast to be reduced to thirty tons, coal-hole brought further aft, magazine altered, fourth rate's mainyard, topmasts, &c., and that, with three months' provisions, she should not be less than 2 feet 7 inches by the stern.

"The result of this trial being considered a failure, Sir W. Symonds' friends played their old game of flattering the constructor at the expense of th[illegible] they

propagated an untrue statement, 'That it was very hard Captain Rous would not sail the Pique in Sir Wm. Symonds' trim.' So systematically was the deception carried on, that when about to sail for Quebec, I received a demi-official letter from Sir C. Adam, accusing me with having then altered the ship's trim, and rake of the masts, contrary to the surveyor's wishes. There was not a word of truth in the charge, and I inclosed Sir W. Symonds' letter to Sir C. Adam, desiring to sail Pique 18 inches by the stern.

"Pique returned from Quebec, sailing on her counter to ease the leaks forward, and to enable us to wear without a rudder, and during this passage, in two gales of wind, no ship could have behaved better. She was paid off November 1835, and her re-equipment postponed until July 1836, when Sir W. Symonds having failed in his application to command her, I was re-appointed.

"It being my urgent wish that Sir W. Symonds should be on board Pique during her trial with Inconstant, I did all in my power to effect it; but when the time arrived, Sir William excused himself on the plea of business. We sailed under Sir C. Paget to Lisbon, and during a fine weather passage, Inconstant had always the advantage, except in running before the wind into Cascaes Bay, where we kept in shore of her; and again off Cadiz in smooth water Inconstant having been steered off the wind, Pique went from one mile on the Vanguard's lee-beam across her bows, although at the commencement of the trial Vanguard had the advantage against a short sea. I was so much elated with this performance, that I wrote to congratulate Sir W. Symonds on the Pique sailing so well in his trim in *smooth* water, but a few days after in *this very trim* against a head sea, the Inconstant beat Pique dead to windward nearly one mile per hour.

"After a winter at Cadiz, where Pique's copper got foul, and the Inconstant had been in dock, I was ordered to try again at twelve inches. I wrote to an official personage at the Admiralty, to say that if we carried a press of sail against a head sea, in the above trim, we should probably spring our foremast or bowsprit. The result of this trial was a sprung foremast and fore-topmast, and a complete beating by the Inconstant.

"We refitted at Portsmouth for another trial with Castor and Inconstant, and sailed on the 6th July, 1837, with foul copper, against two ships who had been lately in dock. This time I was allowed to sail Pique in my own trim. To prevent the possibility of a mistake, I commenced trying with Castor at twenty inches by the stern. The first two trials off the wind, and beating to windward, Castor had a decided advantage. On the 3rd trial, I telegraphed trimming by the stern, and brought 45 tons of guns, shot, and stores aft, and from that moment Pique has always maintained a superiority over Castor, going to windward, and off the wind a very slight difference in favour of Castor. July 28th, against a heavy sea, blowing strong, Pique and Inconstant during a six hours' beat, crossed one another three times within hail, when Inconstant sprung her bowsprit in stays, and the following day trying with Castor, as long as it blew strong, we beat her decidedly, and not until the wind became moderate and variable, did she fetch up her ground, and we passed within a cable's length, after six hours and a half beat to windward. We were then by computation three feet by the stern.

"The object of these trials was to discover which of the three frigates was the best model to carry certain masts and yards, and thirty-six guns. The issue has proved the great superiority of the Inconstant.

"Finally, whatever may be the imperfections of Pique, she is a vast improvement on the old frigates; and if she had been built on the reduced lines of the Vanguard, with a longer bow, would have been a magnificent man-of-war. Take her as she is, she is a difficult ship to beat on a smooth-water station."

Having a new Captain and First-Lieutenant, time only will show if the Pique is worth the trouble, expense, and anxiety which she has produced.

It is about five months ago I told you the Sparrow Ketch was commissioned, and about three months past, that she was ready for sea, and waiting for orders from the Colonial Office: the latter was exactly the case until Sunday, when her despatches came down, and the following Wednesday she sailed for Rio Janeiro, to join the Commander-in-Chief of the South American station; and on receiving his final instructions the Sparrow is to go to the Falkland Islands, and her Commander, Lieutenant Lowcay, take charge as Governor, having the Ketch as the Government cruizer.

The foreign arrivals of men-of-war at the port have only been the Melville and Pearl. The Melville, Captain Peter Douglas, had the flag of Admiral Sir Peter Halkett, the late Commander-in-Chief on the North American station. She came to Spithead from Halifax about three weeks ago, quitted it on the 19th July, and made the passage to England in 13½ days. Sir Peter Halkett was relieved in the command of the West India and North American squadron by Vice-Admiral the Honourable Sir Charles Paget, on the 16th July. The Cornwallis was the only man-of-war at Halifax, the Vestal and Champion having been despatched to Quebec with the 83rd Regiment, in consequence of the unsettled state of that part of Canada. A Court-martial had been held on Commander Warren of the Serpent, for the purpose of inquiring into the circumstances attending her getting on the Pedro Shoal; and most satisfactory explanations having been given by the officers and crew, the Court honourably acquitted the commander and officers of all blame that might attach to them on the occasion. It is rather remarkable that the Melville, with the Admiral on board, was very near the shoal, the current having swept the ship so much out of her course.

The Melville was mustered and inspected by Admiral Sir Philip Durham, on Saturday, who expressed himself well satisfied with her state, and the good discipline of her crew. Being fitted as a flag-ship, and, on the present occasion, little more than a year and a half in commission, she has been selected for the flag of Rear-Admiral the Honourable George Elliot, the newly appointed Commander-in-Chief of the squadron on the Coast of Africa and Cape of Good Hope. The Melville has no lower deck guns, is roomy and well adapted for a flag officer and suite, and sails remarkably well. She went into harbour yesterday (Sunday), will be paid off all standing, and most of the officers rejoin. Captain J. D. Dundas is to command her.

The Pearl is commanded by Lord Clarence Paget, and has been employed on the north coast of Spain. What she has come to England for no one can state for a certainty, but a pretty good guess may be made when it is recollected that his Lordship was put up as a candidate to represent Southampton, but failed in being returned. It is imagined that he expected to find himself M.P., but instead of that distinction he has only to pay his portion of the election bills. The Pearl, shortly after her arrival at Spithead, dropped down to Cowes, that some of the electors might call and condole with his Lordship on his disappointment, &c.; and possibly she is there now, for she has not been seen since.

On Saturday, Monday, and Tuesday, the 12th, 14th, and 15th instant, a Court-Martial was held on board the Britannia, for the trial of Mr. Henry Arnot, Assistant-Surgeon of the Carron steam vessel, on the following charges, instituted by Lieutenant Dow, formerly commander of her:—

1st, For having, on or about the 1st July, 1836, fraudulently drawn a bill of exchange upon the Accountant-General of the Navy, for the sum of 22*l.* 19*s.*, for his pay as Assistant-Surgeon of the Carron, from the 21st April, 1836, to the 30th June following; he well knowing at the same time that he was not then entitled to draw for any pay, and there not being pay to that amount due to him, in breach of clause 30 of the act of Parliament, 11th George 4th, cap. 20, for amending and consolidating the laws relating to the pay of the Royal Navy.

2nd, For having, on the evening of the 15th April, 1836, quitted the Carron, and gone on shore without leave, and contrary to orders, she being then about to sail; and for remaining on shore, whereby the Carron sailed without him, unprovided with any medical officer.

3rd, For neglect of duty in the same month of April, in permitting his surgical instruments to become soiled and rusty, and for leaving his medicine chest open and exposed to the ship's company, by which means the stock of sago and tea and other medical stores were plundered.

4th, For repeated acts of drunkenness and neglect of duty at various times, between the 14th June, 1836, and the 3rd October following, and particularly at the periods when the Carron was at Barbadoes and at Kingston in Jamaica, in the months of June, July, August, September, and October, 1836.

5th, For scandalous and fraudulent conduct, unbecoming the character of an officer, on the 14th and 15th September, 1836, when the Carron was at the Island of St. Thomas, in incurring a debt at a tavern there to the amount of ten dollars, knowing that he had not any means to discharge it; and after borrowing the money from Lieutenant Dow, his commanding officer, with the avowed purpose of paying the said tavern bill, dissipating the money so lent to him, and then leaving the island without discharging the debt.

6th, For leaving the ship and going on shore, contrary to express orders, at the Island of Barbadoes, on the 1st October, 1836, and falsely asserting to William Jefferies, one of the Carron's crew, that the commanding officer had sent for him.

Present—Rear-Admiral the Honourable D. P. Bouverie, President; Captains Thomas Searle, C.B., H.M.S. Victory; Peter Douglas, Melville; Sir J. J. G. Bremer, C.B., K.C.H., Aligator; M. F. F. Berkeley, Hercules; W. W. Henderson, K.H., Edinburgh; Edward Boxer, Pique; Thos. Hastings, Excellent. James Hoskings, Esq., Officiating Judge-Advocate.

After the Court had been sworn, and the charges read to the prisoner, a protest was handed in by him, stating that he was not prepared to go on with his trial, in consequence of some witnesses being in the West Indies. The court was cleared for a short time to deliberate on this proceeding of the prisoner, but when re-opened the Judge-Advocate read a minute, stating that no justifiable reason had been advanced to cause them to stop the trial.

Mr. Arnot then applied for permission to have professional assistance, which was immediately granted, and Mr. Minchin, a solicitor of Portsea, took his station within the court, and the trial commenced with the evidence of Lieutenant Dow, the late commander of the Carron.

The length of the proceedings compels me to omit the evidence in support of the charges, and the prisoner's defence and refutation, and simply to state that on the second day (Monday), about noon, all the witnesses for the prosecution had been examined, and the Court adjourned, that the prisoner might prepare his defence.

On Tuesday the Court re-assembled, and after hearing a well-drawn up statement in answer to the charges advanced against him, Mr. Arnot produced certificates of character and some witnesses. The court was then cleared to deliberate, and soon after the following sentence was read by the officiating Judge-Advocate:—

"The Court proceeded to try the said Mr. Henry Arnot on the before-mentioned charges, and having heard the evidence adduced on the part of the prosecution, and having heard what the prisoner had to allege in his defence, and examined the witnesses adduced by him, and having materially weighed and considered the whole; the Court is of opinion that the fourth charge, namely, for repeated acts of drunkenness and neglect of duty, at various times, between the 14th of June, 1836, and the 3rd October following, and particularly at the periods when the Carron was at Barbadoes and Kingston in Jamaica, in the months of June, July, August, September, and October, 1836, have been proved; and that the second charge, namely, for having, on the evening of the 15th April, 1836, quitted the Carron, and gone on shore without leave, and contrary to orders, she being then about to sail; and for remaining on shore, whereby the Carron sailed without him, unprovided with any medical officer, had been proved in part; and that all the other of the said several charges had not been proved. But in consequence of the relaxed state of discipline of the Carron during the period mentioned in the charges, and in consideration of the prisoner's former good character, and other circumstances,

the Court doth only order and adjudge that the said Mr. Henry Arnot do lose the benefit of his previous service in her Majesty's Navy, and be placed at the bottom of the list of Assistant-Surgeons of her Majesty's Navy; and he, the said Mr. Henry Arnot, is hereby so sentenced accordingly.

"Signed by the Court and Judge-Advocate."

The midshipmen and mates examined at the Naval College this month, in mathematics, consist of the following:—

Messrs. James Coutts Crawford, Ed. W. Vansittart, John H. Sharp, J. J. Mitchell, Bertie C. Cator, Rowland Bateman, Henry Need, Thos. K. Fortescue, H. Oakeley, Geo. Giffard, Geo. Kerr, William Ford, William Butler, H. Bainbridge, A. Cumming.

The ships fitting at the port consist of the Edinburgh, 74; Alligator, 28; and Hyacinth, 18; exclusive of one or two small craft and a transport. The vessels above named are still in the basin, and it is all speculation to what part of the world they are going, except the Alligator, her destination being to New Holland, to survey, and probably form a settlement near the Gulf of Carpentaria.

There are some other ships preparing for service; viz., President, Tyne, Wasp, Thunder, and Jupiter. President is to be the flag-ship of Rear-Admiral C. Ross, C.B., the late highly esteemed Superintendent of Plymouth Dockyard, who is to be the Commander-in-Chief of the South American squadron; and ere your next number appears, will be commissioned by Captain Scott, her former Captain, when she had the flag of Sir George Cockburn. The Jupiter and two or three other vessels of her description are to be fitted as troop ships, and will prove better than hiring transports. The others are for general service.

There has been an alteration in the troops of this garrison since my last. The 88th Regiment have gone to Weedon, and been replaced by the 2nd battalion of the Rifles from Dover. The 98th and 5th depôt are at Gosport; the former has for a week or more furnished the Dock and Gun Wharf guards. The other depôts in Portsmouth are,—the 24th, 47th, 59th, and 90th.

The Hercules is at Spithead ready for sea. Captain J. T. Nicolas, C.B., has taken command in place of Captain J. M. Berkeley, who is appointed a member of the Admiralty Board. The Hercules will join the squadron in the Mediterranean. P.

P.S.—The Arab transport, Lieutenant Lister, R.N., agent, is here from the Isle of France, but last from Cork and Plymouth. She quitted Port Louis on the 12th April, with two companies of the 99th Regiment, under the command of Major Jackson, and some invalids from the 29th and 87th Regiments, under charge of Lieutenant Murray of the Royal Artillery. The 99th were landed at Cork, the invalids at Forton Barracks, Gosport. The Arab was a few days at each of the islands of St. Helena and Ascension. She left St. Helena on the 2nd June, and, in company with the Pelican, ran down to Ascension in a week, leaving at the latter place the Pelican, Scout, and Bonetta. The officers and crew of the Scout were recovering from the effects of fever. The 29th Regiment is expected to be ordered home from the Mauritius, and the remainder of the 99th are on their passage in the Maitland. The military force in the island will then only consist of two regiments, the 12th and 87th. The Arab is fitting in the harbour for the Mediterranean. The Parmelia and Prince Regent, transports, are also in this harbour nearly ready for sea.

Plymouth, Au

Mr. Editor,—Politics has been the all-absorbing t n
here, as elsewhere, during the early portion of the past
has been engaged in a contested electi
popular candidates,—Sir James Cockb
wood, of Conservative principles, hav

and Collier, the former members, who have again been the successful candidates, after a severe struggle. The election at Devonport went off very quietly, Sir Geo. Grey and Sir Edward Codrington having been re-nominated without opposition. But, Mr. Editor, *Naval* politics are my politics; and, being a very matter-of-fact sort of person, I send you, without note or comment, an account of the naval occurrences which have fallen under my own observation since the date of my last communication.

The Meteor, steam-vessel, Lieut. Com. G. W. Smith, sailed hence on the 21st ult. for Woolwich. She arrived there on the 25th, and was paid off on the 29th. The Cracker, cutter, arrived here from Portsmouth on the 24th, with supernumeraries, and returned again the same day. On the 25th, the Rochester, lighter, sailed with stores for Pembroke Dockyard. The Firefly, steamer, Lieut. Com. Pearce, arrived on the 26th from Falmouth, where she landed the Mediterranean mail, and proceeded to this Dockyard to have her machinery examined and defects attended to. She is still at the Dockyard, and is likely to remain there another week. The Britomart, 10, was brought into the basin on the 26th, to be put into a fit state for commissioning.

The Clarence, 84, was brought alongside one of the jetties on the same day (26th) to be caulked, and, at a convenient opportunity, to be docked. The Lightning, steamer, Lieut. Com. J. Shambler, arrived from Dublin on the 28th. She had been employed conveying the Lord Lieutenant of Ireland from Holyhead to Dublin; on the 30th she proceeded to Woolwich. The Camel, lighter, came in on the 29th with unserviceable stores from Falmouth. On the 31st, the Saracen, 10, Lieut. Com. W. Hill, went out of Barkpool into the Sound, where she remained a fortnight, waiting orders; she at length sailed on the 14th of this month for the coast of Africa. Two days before the Saracen proceeded to sea, a court of inquiry was held on board by order of Lord Amelius Beauclerc, before Captain F. Moresby and Commander Aldridge, of the Pembroke, relative to the cause of Lieutenant Hill withholding the usual certificate from Mr. D. P. Dumaresq, late senior mate of the brig. After investigating the circumstances, the Court recommended Lieut. Hill to grant the customary certificates.

The Athol, troop-ship, 28, Mr. A. Harley, master, arrived from Portsmouth on the 1st of the month, on her passage to Cork. She sailed again on the 4th, and on her arrival at Cork was to embark the 12th Regiment on board for the Mauritius. The Proserpine, 46, was docked on the 1st, and undocked on the 2nd instant, having had her copper cleaned. The Lancaster, 52, was docked on the 2nd instant to undergo necessary repairs; she is one of many ships of the Navy which have had the openings between the timbers of the frame (below the orlop-deck) filled in with cement, bricks, &c., as a prevention against dry-rot; but it has unfortunately happened that the experiment proves to be a failure, the surfaces of the timbers with which the cement comes in contact being, generally speaking, in a very rotten condition. The cement is therefore being removed from the spaces between the timbers of the Lancaster; the same is also being done on board the Thunderer, where its pernicious effects are very apparent; and I hear that it is also to be removed from the St. George, 120, and Nile, 92, now on the stocks, before any injury is likely to have accrued from its introduction. I believe that other ships at other yards are similarly circumstanced.

The Hercules, 74, Captain Sir Gordon Bremer (acting), arrived here on the 2nd inst., from an experimental cruise. The Inconstant, Captain D. Pring, came in the same day. The Pique parted company with them off Plymouth, to proceed to Portsmouth. The Hercules sailed again on the 4th for Portsmouth, and arrived there on the 6th, when Sir J. G. Bremer joined his own ship, A[illegible]ently commissioned for him; and the command of the Her[illegible] up to Captain Toup Nicolas, who is appointed to her.

The Inconstant came into harbour on the 7th, to have her bowsprit taken out, being sprung, and to be supplied with a new one; she has also been supplied with a new fore-yard; and her defects, which are but few, are now being attended to. It is expected she will go out of harbour on Tuesday or Wednesday next (22nd or 23rd), and will be ready to proceed to sea the following day. Report sends her to Portsmouth, but her destination is unknown. It is surprising how great an interest is felt respecting Inconstant, since her return from her late cruise in company with Castor and Pique. I have seen a series of diagrams of every day's trial, which have the appearance of having been got up with especial care; and I must say that if the "bearings and distances" have been taken correctly, Admiral Hayes is entitled to all the credit for his success in naval construction which his most enthusiastic admirers claim for him.

I told you in one of my former letters that the inhabitants of Devonport and its vicinity had it in contemplation to present an address and piece of plate to Rear-Admiral Ross, on his retirement from the office of Superintendent of the Dockyard. The ceremony took place on the 3rd instant, in a manner which must have been most gratifying to the gallant Admiral's feelings. He was invited to meet the Committee of Management, and some of the subscribers at Elliott's Royal Hotel, Devonport, in the ball-room, at eight in the evening. The room was brilliantly lighted; a volunteer band filled the orchestra; attendants (parties to the address) bearing wands, lined the avenue from the principal staircase to the ball-room, and upon a platform erected at one end of the room stood a splendid piece of plate (to be used as an epergne or candalabra), with a magnificent plate-case, and the address. The table upon which the plate stood was tastefully decorated with elegant bouquets; the rooom, which contains about 400 persons, was crowded to excess; and there was altogether such an exhibition of feeling that the effect was really imposing. Although the individual to whom these proceedings have reference is so well known in the naval profession, and so much esteemed that anything concerning him would be likely to be read with universal interest, it would be trespassing too largely upon the space which you usually set apart for correspondence from the ports to send you an account of the whole of the particulars. I have, however, transcribed a copy of the address.

(Copy.)

"Sir,—We, the undersigned inhabitants of Devonport and its vicinity, beg most respectfully to offer you our sincere congratulations on your recent promotion to the rank of Rear-Admiral; but while we rejoice in your advancement in that profession in which your long and eminent services have rendered you so distinguished, we cannot but regret that your just and honourable preferment has at the same time led to the severance of those ties that have united us for so considerable a period.

We are deeply impressed, Sir, with a sense of the prompt assistance which you have at all times afforded the inhabitants in cases of emergency, and of the kindness and urbanity which have invariably characterised your conduct in our intercourse with you, both in public and private life. We therefore avail ourselves of this opportunity of expressing our sentiments towards you, and trust you will permit us to present you with the accompanying piece of plate as a tribute of our personal esteem; and that you may long continue to enjoy health, happiness, and further professional distinction, is the wish of, Sir,

"Your very faithful Servants,

(Signed by 847 persons.)

"To Rear-Admiral Charles Bayne Hodgson Ross, C.B., &c. &c. &c."

The Devonport regatta took place on the 4th inst. It was attended by the Port-Admiral, the Admiral-Superintendent of the Dockyard, Sir Edward Codrington, and other persons of consideration, and went off exceedingly well, although the weather was rather inauspicious for amusements of that kind.

The Fisgard, 46, having undergone a complete repair, has been turned out of dock; the Thisbe, 46, has been taken into dock, caulked, newly coppered, and seadocked. The Britomart, 10, was docked on the 14th; the Clarence, 84, was docked on the 16th, her copper cleaned, and she was turned out again on the 18th; and the Cerberus, 46, was docked on the 18th. The Blazer, steamer, Lieutenant Waugh, arrived on the 17th from the Mediterranean, bringing accounts from Malta to the 1st inst. The cholera had much abated, although there were still fifty deaths daily. A few cases had appeared on board the Caledonia and Revenge about a fortnight previously, upon which the Admiral put to sea; and advices had been received from the Caledonia, which was at Port Mahon, Minorca, on the 30th, when the epidemic on board was abating.

The Pembroke is still in the Sound; when her complement of men is complete, she will proceed to Malta. Sir Thomas Fellowes has left Plymouth, and is now on his passage to the Mediterranean, to take command of the Vanguard. The Wellesley and Donegal will both be ready to go down into the Sound in the course of two or three days. Rear-Admiral Sir Fred. Maitland, who is to command the Wellesley on the East India station, hoisted his flag, *pro tempore*, on the 30th ult., on board the Excellent, at Portsmouth, and struck it again the same evening, on leave. The Wellesley, when ready, will go round to Portsmouth; and it is thought that the Donegal will go there also. Captain Sir William Elliott, late of the Revenge, is appointed flag-captain here, vice Captain Sykes. I am yours, &c.

D.

REVIEWS AND CRITICAL NOTICES.

Spain and the Seat of War in Spain. By Captain Herbert Byng Hall, late 7th Fusiliers.

This intelligent and pleasing volume comprises a series of papers which appeared in this Journal in the form of "Letters from the Seat of War in Spain." To the original material Captain Hall has added in the present work such incidents and observations as appeared necessary to the completion of his narrative before submitting it to the public at large. The author sketches his pictures from nature, and relates facts from his personal knowledge with an unaffected frankness and an absence of exaggeration which recommend them to credit and carry us along with him. The military zeal which they exhibit causes regret that Captain Hall should not be still advancing to distinction in the service of his own country, while the style and sentiments of his work stamp it as the production of a gentleman.

The Basque Provinces, with Adventures amongst the Carlists and Christinos. By Edward Bell Stephens.

This is the most pungent and rattling of all the publications we have seen on the prolific subject of which it treats:—war, weather, women, wayfaring, hunger, good cheer, defeat, or success—all are handled in an equally merry vein by the lively and shrewd reporter of the Morning Post. We are not surprised at the occasional severities in which the writer indulges towards his own countrymen, by whom he was most scurvily treated in the affair of his intercepted and interpolated letters. Mr. Stephens gives a most vivid and evidently accurate picture of the siege and relief of Bilboa. But for the "villainous saltpetre" he should himself have been a soldier.

On the Attack of Military Posts. By Captain Jebb, R.E.

We can only refer, at present, to this excellent little work as just published, being compelled by want of room to reserve some observations to which it gives rise for our next Number. It is intended as a supplement to Captain Jebb's popular manual on the "Defence of Outposts," the spirit and utility of which it successfully emulates.

Murray's Handbook for Travellers in Southern Germany.

This carefully compiled and very superior guide to regions of considerable interest and much frequented, we can conscientiously recommend to the traveller, as well as its precursor on "Northern Germany." We have compared many of the routes with our own notes and recollections, and have reason to be satisfied with the accuracy and fullness, both local and historical, of the information furnished by the Handbook.

Mr. Cochrane's Wanderings in Greece,

Agreeable and graphic as they are, would lead us infinitely farther than our tether at this moment permits us to stray. Mr. Cochrane's volumes are full of life and interest, and are pleasingly illustrated by views drawn by himself.

*** Many critical notices are unavoidably postponed.

NOTICES TO READERS AND CORRESPONDENTS.

A correspondent consults us on the following important point:—

"An Old Officer, feeling for the very awkward situation of the Army serving in Ireland, and so often called out in aid of the Civil Power, begs to suggest to you the necessity of stating *distinctly* in your forthcoming Number for September, what the law expects and requires at the hands of such officers.

"If under the sanction of a Magistrate they order their troops to fire and kill and wound some of her Majesty's subjects, they are tried for their lives by the civil law.

"If on the other hand they refuse to fire, they are tried by Court-Martial and probably cashiered: the law of the land has not *positively* defined what the duty of such officers should be upon such trying and awful occasions."

We refer our correspondent to the *United Service Journal* for February, 1832, p. 257, &c., where he will find his question answered. We have there quoted the opinion of Chief-Justice Tindal, extracted from his charge at Bristol on opening the Special Commission for the trial of the rioters, wherein that eminent judge distinctly lays down the law as applicable to the military under the circumstances to which our correspondent alludes. We are induced to call the general attention of the Service to the passage in question, inasmuch as we have recently had the satisfaction of learning that our former notice of it has decided the judgment of a Court-Martial which turned upon this very point. We shall reprint the article to which we now refer when we can command room for that purpose.

"A Subaltern of the Service Companies" mistakes our meaning with respect to "King's ships," which we alluded to as the best conveyance for troops, if fitted up, as some are about to be, exclusively as *transports*.

We disapprove, as much as our correspondent with the compound signature, of the price charged for the book in question; but, upon inquiry, we find that there are reasons, which we cannot now explain, which, though they do not justify it, render it for the present unavoidable.

G. M. is informed that we cannot republish a printed pamphlet.

☞ Many letters are in type.

EDITOR'S PORTFOLIO;

OR,

NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

THE General Elections, now terminated, have added to the strength of the Conservative and Constitutional cause by a considerable majority upon the number of its supporters in the last Parliament.

An action brought by Captain Raines against the publisher of this Journal, for an alleged libel, came on for trial at the Surrey Assizes, held at Croydon, before Lord Denman and a special jury, on the 11th of August. The damages were laid at *five thousand pounds;* but, a few minutes before the jury were sworn, the plaintiff consented to take a verdict for nominal damages, without explanation, retractation, or apology of any sort. This arrangement was the result of a communication between the counsel for both parties; it was certainly not suggested, nor in the first instance approved of, by Mr. Colburn or ourselves. We agreed to it for three reasons:—1. An unwillingness to revive unnecessarily a mass of scandal affecting various persons besides those immediately concerned; 2. The unlooked-for absence of two material witnesses (Major Wilson and Captain Algeo) whose attendance we had every reason to expect until it was too late to supply the deficiency otherwise than by an imperfect report of their evidence on a former occasion; 3. The strong representations of our legal advisers (in strict accordance with the opinion given us from the outset) that a verdict with nominal damages *must* pass against us at all events on *technical* grounds. To understand our position in this respect it is necessary to bear in mind the excessive strictness of the law of libel, which requires all parts of the publication, however comparatively immaterial, to be justified by the pleas, and established by legal evidence—a very different description of evidence from that which would satisfy a Court of Honour. It must also be remembered that the defendant in an action of libel has no mode of stopping it without the consent of his adversary, who may thus inflict upon him a severe penalty in the shape of costs for the most trifling overstatement or (as regards motive) most innocent mistake. His only protection is the expense which the plaintiff also must incur, for, as *taxed* costs are by no means the same as actual costs, the winning party, with small damages, is sure to be a good round sum out of pocket.

Some injudicious friends of Captain Raines are circulating a report, which he must be as anxious to contradict as we can be. It is whispered about that a sum of money must have been paid to procure his consent to the arrangement. Now we have always understood that no gentleman brings an action for libel with a view of gaining money, and that large damages are desired because the amount is generally regarded as

a test of the value of the reputation and the degree of injury inflicted on it. To accuse the plaintiff of a secret compromise, therefore, is nearly the same thing as accusing him of sacrificing character for pelf. The rumour is too absurd to need further observation; but we may add that the plaintiff's legal adviser could never have permitted such a compromise, it being reckoned in the highest degree disreputable in the profession to bring actions solely for the costs, so that a respectable attorney, which we presume Mr. Hamer to be, always desires that the full amount of damages should be known.

We cannot enter further into particulars without calling attention to the whole subject anew, which we are anxious to avoid, unless the revival of it should be forced upon us; but we cannot permit ourselves to be diverted from the plain course of public duty by considerations of a private nature; and we deem it an imperative duty to the Service to inquire on what grounds Captain Raines has been reinstated. We shall repeat this question till we get an answer, and, unless we are much mistaken, an early opportunity will be taken of putting it to Mr. Cutlar Ferguson, in the House of Commons, in a shape which will render evasion impracticable. It will then be open to him to explain how it has come to pass that *two* Courts-Martial have been successively discredited with apparently the same object, at all events with a precisely similar result. Captain Clerke is brought to a Court-Martial by Captain Raines—the accused is distinctly acquitted of conduct unbecoming an officer and a gentleman, and found guilty of a mere indiscretion, whilst a censure is passed upon the prosecutor; whereupon the authorities interpose for the purpose of exaggerating the indiscretion and (virtually) mitigating the reproof. Captain Raines is next brought to a Court-Martial by Captain Clerke—the accused is sentenced to be dismissed the Service, and the prosecutor is justified by the result in the course he has been compelled to pursue; whereupon, the former order of proceedings being reversed, the condemnation is turned into an acquittal, and the successful prosecutor is virtually condemned. This statement speaks for itself; and we have only two observations to add to it.

In the first place we would ask, who are most likely to form an accurate opinion of the merits of cases involving the nicest shades of conduct and character?—a board of fifteen officers conversant with the habits, language, and (we fear we must add) occasional levity of regimental society, and deciding (like juries) according to the tone, bearing, looks, and deportment, fully as much as from the exact words of the witnesses—or civilians, like the Judge-Advocate General and his Deputy, unaccustomed to the niceties of military etiquette, and deciding in their closets from documentary evidence and reports? In the second place, which is most probable—that *two* Courts-Martial, held in different parts of the kingdom (the one in Scotland, and the other in Ireland) at different times, and composed of different members (no one member having sat upon both) should each have be[illegible] influenced by an undue feeling of partiality for Captain Clerke [illegible] Captain Raines,—or, that one and the same person, [illegible] should have been unconsciously influenced by a feeli[illegible] Captain Raines, or of dislike to Captain Clerke [illegible] connexion of that officer? On the [illegible] whole matter in dispute; for our so[illegible]

by, and force others to abide by, the verdicts—the *unsophisticated* verdicts—of the Courts-Martial; and we should hardly have deemed a single observation necessary, had these continued unimpeached.

The extent to which these verdicts have been misstated would appear incredible to those who are not familiar with the discreditable portion of the public press. We will give a specimen—*ab uno disce omnes.*

In Captain Clerke's case, the doggrel lines were scribbled early in March 1835, were immediately destroyed, and were forgotten almost as soon as written, till the recollection of them was revived by an anonymous letter on the 8th of August following; and on the 12th of that month an apology was accepted by Captain Raines, which the Court censured him for not regarding as a final settlement of the dispute.

In the teeth of these facts a pseudo-professional paper, the United Service Gazette, has published over and over again (along with a variety of other foul and false remarks) that Captain Clerke was *convicted* of circulating an obscene song *after* he had apologized for it—conduct which must have insured his immediate dismissal, and which no human ingenuity could palliate. It may be asked why the author of such a calumny has hitherto gone unpunished? we answer—because he was despised; but, as prolonged contempt has been construed into fear, we understand that proceedings have been recently commenced.

We are induced by the representations of parties in whom we have every confidence, and by the feeling of compassion which the statements of the case have excited, to plead the cause of Mr. George Landels, late a Lieutenant in the 22nd Regiment, who was tried by Court-Martial in Jamaica in 1834, and sentenced to be dismissed the Service. We need not say that we should be the last persons to advocate any unwarranted tampering with the sentence of a Court-Martial in the case of one officer more than another, or press upon the Authorities any point which might subject them to vexatious embarrassment; and though there appears no reason why the sentence on Mr. Landels, or of almost any other officer so circumstanced, should not be as susceptible of repeal or mitigation as that of Captain Raines, we submit the matter rather to the charitable consideration of the Authorities than as a claim upon their justice.

In a petition lately presented to Parliament, on behalf of Mr. Landels, there occurs this proper and redeeming expression,—"Your petitioner does not impugn the integrity of the members composing the Court-Martial by which he was tried, or the unfavourable view taken by the Commander-in-Chief of the facts," &c., which may be allowed to plead in his favour.

Mr. Landels, with a large family, is completely destitute, and any assistance in the shape of employment or subscription would be most acceptable. We should feel happy if our appeal produced either.

It must be understood however, that we utterly deprecate the groundless attempts to cast obloquy on Colonel Falconer and the officers of the 22nd Regiment to whom no blame attaches.

While the conflict the partisans of Pique and Inconstant, all hands agi- ıacy of Vanguard. We have seen

accounts from the witnesses and rivals of this splendid man-of-war's late performances between Malta and Sicily, in trials with Rodney, Russell, Asia, and Caledonia, which speak in unanimous and unqualified terms of her "wonderful" qualities and great superiority to her consorts —of which Rodney, a noble ship, is of no little renown in "walking the waters;" we attempt no pun on the gallant commander of Vanguard, whose ship in fact has more of the flyer than walker in her motion, thanks both to constructor and commander. The result of the several trials to which we allude, and which took place between the 12th and 25th June, satisfied every one, however sceptical as to the merits of the surveyor's ships, that whether light or deep, on a wind or off the wind, in light or strong breezes, in fore-reaching and weathering, tacking and wearing, Vanguard far excels her competitors. The difference, indeed, both in working and sailing, between this ship and others is considered extraordinary; and she looks, besides, in every way so like a man-of-war that she appears to have won the hearts even of her rivals the Rodney's. Bye and large she beats all before her, and is as remarkable for stability as speed. Her best trim is four or five inches by the stern, in which she works like a top.

This marked superiority of his favourite ship and master-piece should console the gallant surveyor, now unhappily laid on his beam-ends by a severe accident, for the discredit into which Pique appears to have fallen; while his motto should be, and we verily believe is, "Let the race be to the swift and the battle to the strong"—"palmam qui *meruit* ferat!"

We have pleasure in recording the following tribute to a corps which appears to have sustained its high European reputation in the East:—

"Hyderabad Residency, 6th December, 1836.

"SIR,—On the occasion of the departure of H. M.'s 45th Regiment from the Nizam's dominions, I consider it my duty to state that, during the whole time that the regiment has been stationed here, not a single instance of any complaint against any man of the regiment by any of the Nizam's subjects, has ever been brought to my notice. Such a strong proof of the good conduct of the corps I conceive demands the public expression of my acknowledgment, and I request you will convey to Lieut.-Colonel Boys, the officers and men of that distinguished regiment, these my sentiments, together with my sincere wishes for their future welfare.

"I have the honour to be,

(Signed) J. STEWART, Resident.

"To Colonel Trewman, Commanding Hyderabad
Subsidiary Force, Secunderabad."

We call attention to a Plan of Colonization, appended to our present Number, which appears worthy of the attention of the Services.

UNITED SERVICE MUSEUM,

MIDDLE SCOTLAND YARD (4117 MEMBERS).

MODEL ROOM.

Couch, J., Capt., R.N.—Drawing of Capt. Couch's Patent Solid Safety C
Cowell, Mr., of Lower-street, Islington.—Model of a Window, fitted wi
Suspenders,

Newenham, W. P., Lieut., R.N.—A small Model of a Ship's Gun-Carriage, formerly the Property of the late Com. Marshall, R.N.

Veitch, James, M.D., Surgeon, R.N.—The Medico Chirurgical Ambulance, a Portable Computation Table for the use of both Services. (For description vide U. S. Journal, July, 1836.)

NATURAL HISTORY.

Allen, Bird, Lieut., R.N.—Strombi broken away from stones, showing the Formation of the Rock of the Coral Islands from the Serramitta Cay. Two Heads and Ribs of the Manatus Americanus, from the River of St. Juan di Nicaragua. Head of an Alligator. Agates from the Island of Old Providence.

Beete, P., Capt. 21st Fus., Specimens of Limestone, from Van Diemen's Land. A case of Insects collected in Van Diemen's Land in 1836.

Botanic Gardens, Bury St. Edmonds, The Superintendent of. Coita Monkey (Female) recently dead.

Cane, A. B., Ens. 10th Foot.—Snout of a Sword Fish. Osseous Breccia from a Cave in Mount Grifino near Palermo, Sicily.

Croker, T. Crofton, Esq.—Specimen of Limestone from Little Island, Cork Harbour.

Davies, Dr. Henry.—Bottles of Snakes from Bengal.

Dring, J. E., Esq., Purser, R.N.—Specimen of "Chama Gigas," large.

Fitzroy, Robt., Capt., R N.—Specimen of "Chenna Gigas," very large—(length 2 ft. 8 in.; breadth 2 ft.; height 2 ft). Jaws of a large blue Shark (Carcharias Glaucus), taken in Portland Bay, on the South Coast of New Holland. The Shark measured 37 feet. The circumference of the aperture of the jaws is 7 feet.

Glenelg, Right Hon. Lord.—Segment of a petrified tree from the Leeward Islands.

Hanmer, Mrs. Henry.—Fossils from the Himalaya Mountains sent to England by Maj.-Gen. Sir David Ximenes, K.C.H., viz. Molar of an Elephant; Fragment of Lower Jaw of Hippopotamus; Metacarpal Bone of a Ruminant; Fragments of Shell of Fossil Tortoise, &c.; an Onyx from the Malabar Coast; Specimens of Ammonites in Blue Lias; Small Edrini, &c.

Porter, Sir R. K., K.C.H., K.L.S., &c.—Box of Insects from Caracca.

St. Clair, T. S., Lieut.-Col. Unatt., K.H.—A large Collection of Insects, Fishes, and Reptiles (in Spirits) from the Island of St. Vincent. Specimens of Scoria, &c. thrown up by the Soufriere in 1812.

Smith, T., Lieut., R.N. (d.)—Two Specimens of Pholas Striata.

Smyth, Chas. Piazzi, Esq.—A case of Bird Skins from the Cape of Good Hope.

Sutherland, W., Lt.-Col. 5th Foot.—Specimens of the Roots of the Palmetta Tree (petrified) from Cape Passaro, Sicily.

Troubridge, Sir Thos., Capt., R.N.—Two Skins of the Frigate Bird; Skin of the Man-of-War Bird, from South America.

Williamson, Rev. E. R.—Piece of petrified White Palm, from New South Wales. Ten varieties of Cypræa.

HISTORY.—OBJECTS OF HISTORICAL INTEREST, ILLUSTRATIVE OF MANNERS AND CUSTOMS, &c.

Archer, Thomas, Esq.—A Ballaphon or Musical Instrument used by the Africans of the Mandingoe Tribe; it is composed of lengths of bamboo tuned like the glasses of a harmonicon, and produces very pleasing sounds; key of A major. An old Spanish Firelock fished up in the bay of Gibraltar.

Croft, Wm., Esq., jun.—A New Zealand Adze.

Fairholme, Ensign, 71st Regt.—A piece of Larch Wood cut from a beam of the ship of the Roman Emperor Tiberius, sunk in the Lake Nemi near Rome.

Forster, M., Esq, late Capt. 85th Regt.—Belt worn by the natives of New Holland. A Shell Necklace, Van Diemen's Land. A Fishing Basket, Van Diemen's Land.

Frith, J. H., Lieut.-Col., Madras Artillery.—Two Pen-cases made of bamboo, beautifully painted, from Halial, near Durwár. Eight curious pictures of Indian Deities, painted at Halial. Wooden Ear Ornaments worn by the women in Travencore. A Pack of Cards painted on cocoa-nut leaves. A Board used in Travencore for counting, or rather measuring, the small gold and silver coins. A Travencore Writing Apparatus, consisting of a Style, Pen, and instrument for punctuating.

Godsman, Mrs., of Hampstead.—A fine Andrea Ferrara Sword, worn by the late Capt. A. Godsman at the battle of Quebec.

Hall, W. H., Esq., Master, R.N.—Egyptian Antiquities, viz. Canopus Vase; Head of a Griffin in terra cotta (broken); Kneeling Female grasping the legs of a larger Figure in terra cotta (broken); small Mummy Figure with Hieroglyphics. Small bronze Tripod and Cover dug up near Alexandria. Turkish Ewer and Basin. Water Flask and Cartouch Boxes. A Lute from the Cape Verd Islands. Turkish Boots and Slippers. A small Bust of the late Sir Henry Hotham.

Inglis, Robert, Esq., of Canton.—A large and curious Collection of Chinese Arms and Implements; amongst them a Cross-bow, which, with one motion of the hand, discharges two bolts or arrows; on their discharge two others drop into the groove from a magazine or box containing about twenty or thirty, the bow thus reloading itself.

Newenham, W. P., Lieut., R.N.—A French Bayonet taken from the Irish Rebels in 1798.

Prudhoe, Right Hon. Lord, Capt., R.N.—A very remarkable Sword from Kordofán: ditto from Suakem. Five Daggers from the vicinity of Bahr el-Abiad. Two Syrian Daggers in silver scabbards. One Yataghán (Damascus pattern).

Pottinger, Wm., Capt. 6th Foot.—A Skull taken out of the Tombs of the Kings in Upper Egypt. Greek, Roman, Arabic, and Hindu Coins.

Richardson, J. G., Capt., R.M.—A Painting in Water Colours and Shell Mosaic, representing the progress of Christianity amongst the Indians in Mexico; date 1700.

Sandman, J., Lieut. ——.—A poisoned Kreese given to Lieut. Sandman by a Chief of the Kroo Country.

St. Clair, T. S., K.H., Lieut.-Col. Unatt.—Two Stone Axes used by the Caribs, Island of St. Vincent.

LIST of SHIPS of the Royal Navy in Commission 1st Sept., 1837; specifying their respective Ratings, Ages, the Yards where Built, the Dates of being Commissioned, and Present Stations.

Names.	No. of Guns.	By whom Commanded.	Where Built.	When Built.	When Commissioned.	Present Station.
FIRST RATES.						
Britannia . . .	120	Capt. J. W. D. Dundas	Plymouth	1820	1836	Portsmouth
Caledonia . . .	120	Capt. G. B. Martin, C.B.	ditto	1808	1833	ditto
Howe	120	Capt. C. H. Paget	Chatham	1815	1835	Sheerness
San Josef . . .	110	Capt. J. Hancock, C.B.	*		1836	Plymouth
Princess Charlotte .	104	Cap. A. Fanshawe [K.C.H.	Portsmouth	1825	1837	Mediterranean
Royal Adelaide . .	104	Capt. Sir Wm. Elliott, C.B.	Plymouth	1828	1836	Plymouth
Temeraire . . .	104	Capt. T. F. Kennedy	Chatham	1798	1836	Sheerness
Victory	104	Capt. T. Searle, C.B.	ditto	1765	1836	Portsmouth
SECOND RATES.						
Rodney	92	Capt. Hyde Parker	Pembroke	1833	1835	Mediterranean
Asia	84	Capt. W. Fisher	Bombay	1824	1836	ditto
Bellerophon . . .	80	Cap. S. Jackson, C.B. [C.B	Portsmouth	1818	1836	ditto
Vanguard . . .	80	Capt. Sir T. Fellowes, Kt.,	Pembroke	1836	1836	ditto.
THIRD RATES.						
Donegal	78	Capt. F. Brace	Toulon	1794**	1837	Plymouth
Excellent . . .	76	Capt. T. Hastings	Portsmouth	1810	1834	Portsmouth
Cornwallis . . .	74	Cap. Sir R. Grant, Kt. [K.H	Bombay	1813	1836	N. Amer. & W. Ind.
Edinburgh . . .	74	Capt. W. W. Henderson,			1837	Portsmouth
Hastings . . .	74	Capt. H. Shiffner [K.H.	Calcutta	1818	1834	Lisbon
Hercules . . .	74	Capt. J. T. Nicolas, C.B.	Chatham	1815	1836	Part. Service
Magnificent . . .	74	Com. J. Paget	Merchnt's Yd.	1806	1831	Jamaica‡
Malabar	74	Capt. Sir W. A. Montagu, C.B., K.C.H.	Bombay	1818	1834	Lisbon
Melville	74	Capt. J. B. Dundas	ditto	1817	1837	Portsmouth
Minden	74	Capt. A. R. Sharpe, C.B.	ditto	1810	1836	Lisbon
Pembroke . . .	74	Capt. F. Moresley, C.B.	Merchnt's Yd.	1760	1836	Plymouth
Russell	74	Capt. Sir W. H. Dillon, K.C.H.	Deptford	1822	1835	Lisbon
Talavera	74	Capt. W. B. Mends	Woolwich	1818	1836	ditto
Wellesley . . .	74	Capt. T. Maitland	Bombay	1815	1837	Plymouth
FOURTH RATES.						
Portland	52	Capt. D. Price	Plymouth	1822	1834	Mediterranean
Winchester . . .	52	Capt. E. Sparshott, K.H.	Woolwich	1822	1834	East Indies
Barham	50	Capt. A. L. Corry	Merchnt's Yd.	1810	1835	Mediterranean
Dublin	50	Capt. R. Tait	ditto	1812	1835	South America
FIFTH RATES.						
Blonde	46	Capt. F. Mason, C.B.	Deptford	1819	1833	South America
Madagascar . . .	46	Capt. Sir J. S. Peyton, K.C.H.	Bombay	1822	1836	West Indies
Seringapatam . .	46	Capt. J. Leith [van, C.B.	Bombay	1819	1837	W. Indies
Stag	46	Commodore T. B. Sulli-	Pembroke	1830	1836	S. Amer. [of Afra.
Thalia	46	Capt. R. Wauchope	Chatham	1830	1834	Cape G. Hope & Ct.
Astrea	42	Capt. J. H. Plumridge	Merchnt's Yd.	1810	1823	Falmouth§
Belvidera . . .	42	Capt. C. B. Strong	Deptford	1809	1839	West Indies
Tartar	42	Lieut. G. Davies	ditto	1814	1836	Chatham‖
Castor	36	Capt. Ed. Collier	Chatham	1832	1832	Part. Service
Inconstant . . .	36	Capt. D. Pring	Portsmouth	1836	1836	Plymouth
Pique	36	Capt. E. Boxer [C.B. K.C.H.	Plymouth	1834	1836	Part. Service.
SIXTH RATES.						
Alligator	28	Capt. Sir J. J. G. Bremer,	Cochin	1821	1837	Portsmouth
Andromache . .	28	Capt. H. D. Chads	Pembroke	1832	1833	East Indies
Conway	28	Capt. C. R. Drinkwater	Chatham	1832	1836	ditto
Imogine	28	Capt. W. H. Bruce	Pembroke	1831	1836	South America
North Star . . .	28	Commodore Lord J. Hay	Woolwich	1824	1837	Lisbon
Rainbow	28	Capt. T. Bennett	Chatham	1823	1834	West Indies
Rattlesnake . . .	28	Capt. W. Hobson	ditto	1822	1834	East Indies
Samarang . . .	28	Capt. W. Broughton	Cochin	1822	1836	South America
Sapphire . . .	28	Capt. R. F. Rowley	Portsmouth	1827	1835	Mediterranean
Volage	28	Capt. P. Richards	ditto	1825	1833	Sheerness
Actæon	26	Capt. Lord Ed. Russell	ditto	1831	1834	South America

* Taken from Spaniards in 1797.
‡ Receiving Ship—reduced to the complement o
§ Commissioned by Captain-Superintendent of Packets—reduced to cor
** Captured in 1798.

Receiving Ship.

Names.	No. of Guns.	By whom Commanded.	Where Built.	When Built.	When Commissioned.	Present Station.
Carysfort	26	Capt. H. B. Martin	Pembroke	1836	1836	Mediterranean
Cleopatra	26	Capt. Hon. G. Grey	ditto	1835	1835	South America
Vestal	26	Capt. W. Jones	Sheerness	1833	1833	West Indies
Magicienne	24	Capt. G. W. St. J. Mildmay	Merchnt's Yd.	1812	1835	Lisbon
Tribune	24	Capt. J. Tompkinson	ditto	1803	1834	Mediterranean
Brune	28	Com. J. Kains	In France	1787	1836	Chatham*
Ceylon	22	Lieut. J. G. M'Kenzie			1834	Malta†
SLOOPS.						
Nimrod	20	Com. J. Fraser	Deptford	1828	1835	West Indies
Pearl	20	Com. Lord C. E. Paget	Merchnt's Yd.	1826	1835	Portsmouth
Tweed	20	Com. Hon. F. T. Pelham	Portsmouth	1823	1835	Lisbon
Champion	18	Com. G. St. V. King	ditto	1824	1835	West Indies
Columbine	18	Com T. Henderson	ditto	1826	1834	Coast of Africa
Comus	18	Com. Hon. P. P. Cary	Pembroke	1828	1837	West Indies
Dido	18	Capt. L. Davies, C.B.	ditto	1836	1836	Mediterranean
Fly	18	Com. R. Elliott	ditto	1831	1836	South America
Harrier	18	Com. W. H. H. Carew	ditto	1831	1835	ditto
Hyacinth	18	Com. W. Warren	Plymouth	1829	1837	Portsmouth
Larne	18	Com. J. P. Blake	Pembroke	1829	1837	East Indies
Orestes	18	Com. J. J. F. Newell	Portsmouth	1824	1834	Mediterranean
Pylades	18	Com. W. L. Castle	Woolwich	1824	1835	Coast of Africa
Rose	18	Com. W. Barrow	Portsmouth	1821	1834	East Indies
Rover	18	Com. C. Eden	Chatham	1832	1834	South America
Scout	18	Com. R. Craigie	ditto	1832	1835	Coast of Africa
Wolf	18	Com. E. Stanley	Portsmouth	1826	1834	East Indies
Childers	16	Com. Hon. H. Keppell	Chatham	1827	1834	Mediterranean
Pelican	16	Com. B. Popham	Merchnt's Yd	1812	1834	Coast of Africa
Raleigh	16	Capt. M. Quin	ditto	1806	1834	East Indies
Satellite	16	Com. R. Robb	Pembroke	1826	1836	West Indies
Trincolo	16	Com. H. E. Coffin	Merchnt's Yd.	1809	1837	Lisbon
Victor	16	Com. R. Crozier	Bombay	1814	1834	East Indies
Zebra	16	Com. R. C. M'Crea	ditto	1815	1834	ditto
Scylla, barque	16	Com. Hon. J. Denman	Merchnt's Yd.	1809	1837	Lisbon
BRIGS.						
Clio	16	Com. W. Richardson (a)	Merchnt's Yd.	1807	1835	Mediterranean
Cruizer	16	Com. W. A. Willis	Chatham	1828	1833	Sheerness
Ganuet	16	Capt. W. G. H. Whish	Merchnt's Yd.	1814	1834	West Indies
Harlequin	16	Com. J. E. Erskine	Pembroke	1836	1836	Mediterranean
Hazard	16	Com. J. Wilkinson	Portsmouth	1837	1837	Coast of Africa
Pelorus	16	Com. T. Harding	ditto	1808	1837	East Indies
Racer	16	Com. J. Hope	Portsmouth	1833	1833	West Indies
Ringdove	16	Com. H. S. Nixon	Plymouth	1833	1837	ditto
Serpent	16	Com. R. L. Warren	Merchnt's Yd.	1832	1836	ditto
Sappho	16	Com. T. Fraser	Woolwich	1833	1837	ditto
Snake	16	Com. A. Milne	Merchnt's Yd.	1822	1837	ditto
Sparrow Hawk	16	Com. J. Shepherd	Woolwich	1807	1837	South America
Wanderer	16	Com. T. Bushby	Chatham	1835	1835	West Indies
Wolverine	16	Com. Hon. E. Howard	ditto	1836	1836	Mediterranean
Algerine	10	Lieut. W. S. Thomas	ditto	1829	1835	East Indies
Beagle	10	Com. J. C. Wickham	Woolwich	1820	1837	ditto
Cameleon	10	Lieut. J. Bradley	Bombay	1816	1834	Lisbon
Curlew	10	Lieut. E. Norcott	Woolwich	1830	1835	Coast of Africa
Espoir	10	Lieut. C. W. Riley [ments	Chatham	1826	1834	Falmouth
Harpy	10	Lieut. Hon. G. R. A. Cle-	ditto	1825	1836	West Indies
Leveret	10	Lieut. C. J. Bosanquet	Portsmouth	1825	1835	Coast of Africa
Nautilus	10	Lieut. W. Crooke	Woolwich	1830	1834	Mediterranean
Rapid	10	Lieut. Hon. G. H. Kinnaird	Portsmouth	1829	1836	ditto
Rolla	10	Lieut. F. H. H. Glasse	Plymouth	1829	1833	Coast of Africa
Royalist	10	Lieut. Hon. E. Plunkett	Portsmouth	1823	1834	Lisbon
Saracen	10	Lieut. H. W. Hill	Plymouth	1831	1837	Coast of Africa
Savage	10	Lieut. Hon. E. R. Curzon	ditto	1830	1836	Lisbon
Scorpion	10	Lieut. G. Gayton	ditto	1832	1833	ditto
Water Witch	10	Lieut. W. Dickey	Merchnt's Yd	1832	1834	Coast of Africa
Wizard	10	Lieut. E. L. Harvey	Pembroke	1830	1837	South America
Speedy, cutter	8	Lieut. J. M. Mottley	ditto	1828	1835	Sheerness
Cockatrice, brigantn.	6	Lieut. J. Douglas	ditto	1832	1836	South America
Hornet, ditto	6	Lieut. H. Baillie	Chatham	1831	1832	Chatham
Lapwing	6	Lieut. F. R. Coghlan	ditto	1825	1837	ditto
Spider, brigantine	6	Lieut. J. O'Reilly (a)	ditto	1832	1835	South America
Viper, ditto	6	Lieut. W. Winniett	Pembroke	1831	1834	Coast of Africa
Basilisk, ketch	6	Lieut. G. G. Macdonald	Chatham	1824	1835	South America
Pickle, schooner	5	Lieut. P. Hast	West Indies	1837	1834	West Indies
Pincher, ditto	5	Lieut. E. Bevan	ditto	1827	1835	Portsmouth

* Ordinary Depôt.—Captured from [illegible] 1800 † Receiving Ship—reduced to the complement of two guns.

Names.	No. of Guns.	By whom Commanded.	Where Built.	When Built.	When Commissioned.	Present Station.
Skipjack, schooner	5	Lieut. J. J. Robinson	West Indies	1827	1834	West Indies
Magpie, cutter	4	Lieut. T. S. Brock	Sheerness	1830	1836	Mediterranean
Seaflower, ditto	4	Lieut. J. Roche	Portsmouth	1830	1835	Portsmouth
Sparrow, ditto	10	Lieut. W. Lowcay	Pembroke	1828	1837	South America
Bonetta	3	Lieut. H. P. Descamps	Sheerness	1836	1836	Coast of Africa
Buzzard	3	Lieut. J. L. R. Stall	Portsmouth	1834	1834	ditto
Charybdis, brigan.	3	Lieut. S. Mercer	ditto	1831	1834	ditto
Dolphin	3	Lieut. J. B. Marsh, actg.	Sheerness	1836	1836	ditto
Griffon, brigantine	3	Lieut. J. G. D'Urban	Chatham	1832	1836	West Indies
Lynx, ditto	3	Lieut. T. F. Birch, actg.	Portsmouth	1833	1833	Portsmouth
Fair Rosamond	3	Lieut. W. B. Oliver	Was a Slaver		1837	Coast of Africa
SURVEYING VESSELS.						
Ætna	6	Capt. A. T. E. Vidal	Chatham	1824	1835	Coast of Africa
Beacon	8	Lieut. T. Graves	Pembroke	1823	1836	Mediterranean
Fairy	10	Capt. W. Hewett (*b*)	Chatham	1826	1834	North Sea
Lark	4	Lieut. E. Barnett	ditto	1830	1835	West Indies
Mastiff	6	Mast.-Com. G. Thomas	Merchnt's Yd.	1813	1836	Orkney Isles
Raven	4	Lieut. G. A. Bedford	Pembroke	1829	1835	Coast of Africa
Starling		Lieut. H. Kellett	ditto	1829	1835	South America
Sulphur	8	Com. E. Belcher	Chatham	1826	1835	ditto
Terror, bomb	10	Capt. G. Back	Merchnt's Yd.	1813	1836	Wager River
STEAM VESSELS.	Horse power.					
African	100	Capt. F. W. Beechey	Woolwich	1825	1837	Portsmouth
Alban	100	Lieut. E. B. Tiuling	Deptford	1826	1836	West Indies
Blazer	160	Lieut. J. M. Waugh	Chatham	1834	1836	Plymouth
Boxer		Lieut. F. Bullock			1837	Part. Service
Carron	100	Com. E. E. Owen	Deptford	1827	1837	West Indies
Comet	80	Lieut. G. T. Gordon	ditto	1829	1836	Part. Service
Confiance	100	Lieut. W. Arlett	Woolwich	1827	1836	Mediterranean
Echo	100	Lieut. W. James	ditto	1827	1836	West Indies
Firefly	140	Lieut. J. Pearce	ditto	1832	1836	Portsmouth
Flamer	140	Lieut. J. M. Potbury	Merchnt's Yd.	1831	1836	West Indies
Hermes	140	Lieut. W. S. Blount	Portsmouth	1835	1835	Mediterranean
Lightning	100	Lieut. J. Shambler	Deptford	1823	1836	Part. Service
Medea	220	Com. H. T. Austin	Woolwich	1833	1834	Mediterranean
Phœnix	220	Com. W. H. Henderson	Chatham	1832	1835	Lisbon
Pluto	100	Lieut. J. Duffill	Woolwich	1831	1837	ditto
Rhadamanthus	220	Com. A. Wakefield	Plymouth	1832	1837	Woolwich
Salamander	220	Com. S. C. Dacres	Sheerness	1832	1836	Lisbon
Spitfire		Lieut. A. Kennedy	Woolwich	1834	1834	Part. Service
Volcano		Lieut. W. M'Ilwaine	Portsmouth	1836	1836	Falmouth
YACHTS.						
Royal George		Capt. Lord A. Fitzclarence	Deptford	1817	1834	Portsmouth
Royal Sovereign		Capt. W. P. Cumby, C.B.	ditto	1804	1837	Pembroke
William and Mary		Capt. Sir J. Louis, Bart.	ditto	1807	1837	Woolwich
SLOOPS OF WAR FITTED AS PACKETS.	No. of Guns.					
Alert		Lieut. C. H. Norrington	Merchnt's Yd.	1836	1835	Falmouth
Briseis	6	Lieut. J. Downey	Deptford	1829	1829	ditto
Delight	10	Lieut. J. Moore (*b*)	Chatham	1829	1835	ditto
Express		Lieut. W. P. Croke	Deptford	1836	1836	ditto
Goldfinch	6	Lieut. E. Collier	Merchnt's Yd.	1808	1832	ditto
Hope	10	Lieut. W. L. Rees	Plymouth	1824	1836	ditto
Lapwing	6	Lieut. G. B. Forster	Chatham	1825	1828	ditto
Linnet		Lieut. W. Downey	Merchnt's Yd.	1835	1835	ditto
Lyra	6	Lieut. W. Forrester	Plymouth	1821	1829	ditto
Magnet	10	Lieut. S. Griffith	Woolwich	1823	1836	ditto
Mutine	4	Lieut. R. Pawle	Plymouth	1823	1826	ditto
Nightingale	6	Lieut. G. Fortescue			1830	ditto
Opossum	4	Lieut. R. Peter	Sheerness	1821	1830	ditto
Pandora	4	Lieut. R. W. Innes	Woolwich	1832	1836	ditto
Pigeon	4	Lieut. W. Luce	Pembroke	1827	1833	ditto
Ranger		Lieut. J. H. Turner	Merchnt's Yd.	1835	1835	ditto
Reindeer	6	Lieut. H. P. Dicken	Plymouth	1829	1830	ditto
Seagull	6	Lieut. J. Parsons	Chatham	1832	1834	ditto
Shelldrake	4	Lieut. A. R. L. Passingham	Pembroke	1825	1832	ditto
Skylark	4	Lieut. C. P. Ladd	ditto	1826	1831	ditto
Spey	4	Lieut. R. B. James	ditto	1827	1833	ditto
Star		Lieut. C. Smith	Woolwich	1835	1835	ditto
Swift		Lieut. D. Welch	Deptford	1836	1836	ditto
Tyrian	10	Lieut. E. Jennings	Woolwich	1826	1834	ditto

*** This Table has been prepared, from original sources, expressly for this Journal; and, if BORROWED, will, it is hoped, be acknowledged.

DISTRIBUTION OF THE ARMY ON THE 1st SEPTEMBER, 1837.

AND REFERENCE TO THE FOREIGN SERVICE OF REGIMENTS.

Regiments and Corps.	Stations of Troops or Service Companies.	Stations of Depôts.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.	Agents. British & Irish Establishment.
1st Life-gds.	Windsor . .	. . . .	..	1816	France	Collyer
2nd do. . .	Regent's Park	. . . .	..	1816	France	Cox & Co.
Rl. Horse-gds.	Hyde Park .	. . . .	..	1816	France	Cox & Co.
1st Drag.-gds.	Dundalk . .	. . . .	..	1816	France	Cox & Co.
2nd do.. .	Cahir . . .	. . . .	..	1818	France	Hop. & Cane
3rd do. . .	Ipswich . .	. . . .	..	1814	Spain	Col. & Cane
4th do. . .	Manchester .	. . . .	..	1813	Portugal	Collyer
5th do. . .	Birmingham .	. . . .	..	1814	Spain	Cox & Co.
6th do.. .	Brighton . .	. . . .	..	1808	Buen. Ayres	Collyer
7th do. . .	York . . .	. . . .	..	1799	Holland	Cox & Co.
1st Dragoons	Dublin . . .	. . . .	..	1816	France	Cox & Bor.
2nd do. . .	Dublin . . .	. . . .	..	1816	France	Cox & Bor.
3rd do. . . .	Bengal . . .	. . . .	1837			Hopkinson
4th do. . .	Bombay . .	. . . .	1822			Hopkinson
6th do. . . .	Dorchester .	. . . .	..	1816	France	Cox & Co.
7th Hussars .	Ballincollig .	. . . .	..	1818	France	Cox & Co.
8th do. . .	Dublin . . .	. . . .	..	1823	Bengal	Hop. & Bor
9th Lancers .	Glasgow . .	. . . .	..	1813	Portugal	Cox & Co.
10th Hussars .	Nottingham .	. . . .	..	1828	Portugal	Cox & Co.
11th Lt. Drag.	Bengal* . .	. . . .	1819			Collyer
12th Lancers .	Hounslow .	. . . .	..	1828	Portugal	Collyer
13th Lt. Drag.	Madras. . .	. . . .	1819			Cox & Co.
14th do. . . .	Edinburgh .	. . . .	..	1814	Spain	Cox & Co.
15th Hussars .	Leeds . . .	. . . .	..	1816	France	Cox & Bor.
16th Lancers .	Bengal . . .	. . . .	1822			Cox & Co.
17th do. . .	Coventry . .	. . . .	..	1823	Bombay	Hopkinson
Gr.Gds. 1st bat.	Windsor . .	. . . .	..	1828	Portugal	
.. 2d bat.	St. Geo. Bar.	. . . .	..	1818	France	
.. 3d bat.	The Tower .	. . . .	..	1818	France	
Coldst Gds. 1st bat.	St. John's W.	. . . .	..	1814	France	Cox & Co.
Coldst Gds. 2d bat.	Portman B. .	. . . .	..	1818	France	
Sc.Fu. Gds. 1st bat	Dublin . . .	. . . .	..	1814	France	
Sc.Fu. Gds. 2d bat.	Wellington B.	. . . .	..	1828	Portugal	
1st Ft. 1st bat.	Athlone . .	. . . .	..	1836	W. Indies	Cox & Co.
1st Ft. 2d bat.	Canada . .	Newbridge .	1836			Cox & Bor.
2nd do. . .	Bombay . .	Chatham . .	1825			Lawrie
3rd do.. . .	Bengal . . .	Chatham . .	1822			Cox & Co.
4th do. . .	Madras . .	Chatham . .	1832			Cox & Co.
5th do. . .	Ionian Isl. .	Gosport . .	1831			Hopkinson
6th do. . .	Bombay . .	Chatham . .	1821			Cox & Co.
7th do. . . .	Manchester .	. . . .	..	1836	Malta	Cox & Co.
8th do. . .	Jamaica . .	Castlebar . .	1830			Cox & Co.
9th do. . . .	Bengal . . .	Chatham . .	1832			Cox & Co.
10th do. . .	Ionian Isl. .	Wexford . .	1826			Cox & Co.
11th do. . . .	Ionian Isl. .	Waterford .	1826			Cox & Co.
12th do. . .	Mauritius . .	Cork . . .	..	1834	Gibraltar	Cox & Co.
13th do. . . .	Bengal . . .	Chatham . .	1822			Cox & Co.
14th do. . .	W. Indies . .	Brecon . . .	1836			Cox & Co.
15th do. . . .	Canada† . .	Galway . .	1827			Cox & Co.
16th do. . .	Bengal . . .	Chatham . .	1819			Kirkland
17th do. . .	Bombay . .	Chatham . .	1830			Cox & Co.

* To be relieved by the 3rd Light Dragoons. † Ordered home.

Regiments and Corps.	Stations of Service Companies.	Stations of Depôts.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.	Agents. British & Irish Establishment
18th Foot . .	Ceylon . .	Galway . .	1836			Cox & Co.
19th do. . .	Templemore .	. . . . .	. .	1836	W. Indies	Cox & Cane
20th do. . . .	Canterbury .	. . . . .		1837	Bombay	Cox & Co.
21st do. . .	Van Die. Land	Chatham . .	1833			Cox & Co.
22nd do, . .	Buttevent . .	. . . . .		1837	Jamaica	Cox & Bor.
23rd do. . .	Dublin . . .	. . . . .	. .	1834	Gibraltar	Cox & Bor.
24th do. . .	Canada. . .	Portsmouth .	1829			Collyer
25th do. . .	Limerick . .	. . . . .	. .	1836	West Indies	Cox & Bor.
26th do. . . .	Bengal . . .	Chatham .	1828			Lawrie
27th do. . .	Cape of G. H.	Chatham . .	1835			Cox & Co.
28th do. . .	N. S. Wales .	Chatham . .	1835			Cox & Co.
29th do. . .	Mauritius* .	Devonport .	1826			Cox & Co.
30th do. . .	Bermuda . .	Hull	1834			Cox & Co.
31st do. . .	Bengal . .	Chatham .	1825			Dowities
32nd do. . .	Canada . . .	Plymouth . .	1830			Hopkinson
33rd do. . .	Gibraltar . .	Birr	1836			Cox & Co.
34th do. . .	America . .	Cashel . . .	1829			Cox & Co.
35th do. . .	Mauritius .	Omagh . .	1837			Cox & Co.
36th do. . .	W. Indies .	Plymouth .	1830			Price
37th do. . .	Jamaica . .	Plymouth .	1830			Lawrie
38th do. . .	Newry . . .	. . . . .	. .	1836	Bengal	Lawrie
39th do. . .	Madras . .	Chatham .	1827			Cox & Co.
40th do. . .	Bombay . .	Chatham .	1824			Cox & Co.
41st do. . .	Madras . .	Chatham .	1822			Cox & Co.
42nd do. . .	Glasgow . .	. . . . .	. .	1836	Ionian Isl.	Cox & Co.
43rd do. . .	America . .	Plymouth . .	1835			Cox & Co.
44th do. . .	Bengal . . .	Chatham . .	1822			Cox & Co.
45th do. . .	Madras . .	Chatham .	1819			Cox & Co.
46th do. . .	Dublin† . .	. . . . .	. .	1833	Madras	Cox & Bor.
47th do. .	Malta . .	Portsmouth	1834			Cox & Co.
48th do. . .	Dublin . . .	. . . . .		1835	Madras	Cox & Co.
49th do. . .	Bengal . .	Chatham .	1822			Cox & Co.
50th do. . .	N. S. Wales	Chatham .	1834			Cox & Co.
51st do. . .	Chatham‡ .	. . . . .	. .	1834	Ionian Isl.	Kirk. & Cane
52nd do. . .	Gibraltar . .	Newcastle .	1836			Cox & Co.
53rd do. . .	Ionian Isl. .	Spike Island	1829			Cox & Co.
54th do. . .	Madras . . .	Chatham . .	1819			Cox & Co.
55th do. . .	Madras . .	Chatham .	1821			Cox & Co.
56th do. . .	Jamaica . .	Sheerness .	1831			Cox & Co.
57th do. . .	Madras . .	Chatham . .	1825			Lawrie
58th do. . .	Ceylon . . .	Youghal . .	1828			Cox & Co.
59th do. . .	Malta. . .	Portsmouth	1834			Cox & Co.
60th do. 1st bat.	Corfu . . .	Sunderland .	1830			Cox & Co.
2d bat.	Gibraltar** .	Jersey . . .	1835			Cox & Co.
61st do. . .	Ceylon . . .	Templemore.	1828			Cox & Co.
62nd do. . .	Madras . .	Chatham . .	1830			Lawrie
63rd do. . .	Madras . .	Chatham .	1829			Collyer
64th do. . .	Jamaica . .	Dundee . .	1834			Cox & Co.
65th do. . .	W. Indies§ .	Kinsale . .	1829			Cox & Co.
66th do. . .	Canada. . .	Clonmel . .	1827			Cox & Co.
67th do. . .	W. Indies .	Chatham . .	1831			Cox & Co.
68th do. . .	Gibraltar‖ .	Cork . . .	1834			Hopkinson
69th do. . .	W. Indies. .	Dover . . .	1831			Cox & Co.
70th do. . .	Malta¶ . .	Guernsey . .	1834			Cox & Co.
71st do. . .	Dublin . . .	. . . . .	. .	1834	Bermuda	Price & Bor.
72nd do. . .	Cape of G.H.	Limerick . .	1828			Cox & Co.
73rd do. . .	Ionian Isl. .	Clare Castle .	1827			Cox & Co.

* Ordered home. † Ordered for Gibraltar. ‡ O 's Land.
§ Ordered to America. ‖ Ordered to Jamaica. ¶ Ordered to W 'or Corfu.

Regiments and Corps.	Stations of Service Companies.	Stations of Depôts.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.	Agents. British & Irish Establishment.
74th Foot . .	W. Indies .	Stirling . .	1834			Kirkland
75th do. . .	Cape of G. H.	Drogheda . .	1830			Cox & Co.
76th do. . .	W. Indies .	Fort George .	1834			Cox & Co.
77th do. . .	Dublin* . .	. . . . .	..	1834	Jamaica	Law. & Cane
78th do. . .	Ceylon† . .	Cork . . .	1826			Cox & Co.
79th do. . .	Edinburgh .	. . . . .	..	1836	Canada	Lawrie
80th do. . .	N. S. Wales	Chatham . .	1837			Lawrie
81st do. . .	Gibraltar . .	Naas . . .	1836	1832		Cox & Co.
82nd do. . .	Gibraltar .	Cork . . .	1836			Cox & Co.
83rd do. . .	America . .	ChesterCastle	1834			Cox & Co.
84th do. . .	Jamaica† . .	Waterford .	1827			Cox & Co.
85th do. . .	America . .	Tralee . .	1836			Cox & Co.
86th do. . .	Bolton . . .	. . . . .	..	1837	W. Indies	Downes
87th do. . .	Mauritius . .	Nenagh . .	1831			Cox & Co.
88th do. . .	Weedon . .	. . . . .	..	1836	Ionian Isl.	Cox & Co.
89th do. . .	W. Indies .	Londonderry	1835			Cox & Co.
90th do. . .	Ceylon. . .	Portsmouth	1835			Cox & Co.
91st do. . .	St. Helena .	Paisley . . .	1835			Hopkinson
92nd do. . .	Malta . . .	Armagh . .	1833			Cox & Co.
93rd do. . .	Belfast‡ . .	. . . . .	..	1834	W. Indies	Cox & Bor.
94th do. . .	Birr	. . . . .	..	1834	Malta	Kirk. & Bor.
95th do. . .	Dublin . . .	. . . . .	..	1835	Ionian Isl.	Cox & Bor.
96th do. . .	Enniskillen .	. . . . .	..	1835	N. America	Cox & Cane
97th do. . .	Stockport .	. . . . .	..	1836	Ceylon	Cox & Co.
98th do. . .	Gosport . .	. . . . .	..	1837	C. of Good H.	Cox & Co.
99th do. . .	Mauritius† .	Plymouth .	1825			Kirkland
Rifle B. 1st bt.	Woolwich .	. . . . .	..	1836	America	Cox & Co.
Rifle B. 2d bt.	Portsmouth .	. . . . .	..	1837	Ionian Isl.	Cox & Co.
Rl: Staff Corps.	Hythe . . .	. . . . .	Detachments various periods.			Cox & Co.

			Agents.
1st West Ind. Regiment .	W. Indies .	Colonial Corps.	Cox & Co.
2nd do. . . .	N. Providence and Honduras	Colonial Corps.	Cox & Co.
Ceylon Rifle Regiment .	Ceylon . . .	Colonial Corps.	Kirkland
CapeMounted Riflemen .	Cape of G. H.	Colonial Corps.	Kirkland
Royal African Colon. Corps	Sierra Leone.	Colonial Corps.	Kirkland
R. Newfoundland Veteran Companies.	Newfoundland	Colonial Corps.	Kirkland
Royal Malta Fencibles .	Malta . .	Colonial Corps.	Kirkland

REGIMENTAL AGENTS.

Ashley, James, 135, Regent-street.
Atkinson, John, Ely-place, Dublin.
Borough, Sir Richard, Bart., Armit, & Co., Leinster-st. Dublin.
Cane, Richard, & Co. Dawson-st. Dublin.
Collyer, G. S., Park-place, St. James's.
Cox, Hammersley, and Cox, Craig's-court.
Downes, C., 14, Warwick-st. Charing Cross
Hopkinson, Barton, & Knyvett, Regent-st.
Kirkland, J. (Gen. Agent,) 80, Pall Mall.
Lawrie, John & Charles M'Grigor, 10, Charles-street, St. James's-square.
Price, W. F., 34, Craven-st., Strand.

GENERAL AGENTS FOR THE RECRUITING SERVICE.

Great Britain—John Kirkland, Esq., 80, Pall Mall.

Ireland—Sir Bagenall W. Burdett, Bart., Dublin.

AGENTS FOR THE DECCAN PRIZE MONEY.

Lieut.-Col. Arbuthnot and John Kirkland, Esq.—Office, 80, Pall Mall.

N. B.—A reference to the List of Agents will explain the Abbreviations.

* Ordered to Malta. † Ordered home. ‡ Ordered to Gibraltar.

PROMOTIONS AND APPOINTMENTS.

NAVY.

APPOINTMENTS.

Rear-Admiral Sir Fred. L. Maitland, K.C.B., to be Commander-in-Chief in the East Indies.

Rear-Admiral Hon. E. P. Bouverie to be Superintendent of Portsmouth Dockyard.

CAPTAINS.

W. W. Henderson, K.H.. Edinburgh
E. Boxer.....Pique
J. T. Nicolas, C.B. K.H. Hercules
Sir W. Elliott, C.B. K.C.H.. Royal Adelaide
J. D. Dundas .....Melville

COMMANDERS.

F. D. Hastings .....Edinburgh
J. Cammilleri.....Coast Guard.
C. H. Seale.....Plymouth Ordinary

LIEUTENANTS.

B. Jeffery.....Hyacinth.
J. C. Fullarton.....Wellesley
C. Spettigue.....Edinburgh
E. H. Kenny..... Do.
C. E. Powys..... Do.
R. F. Cleveland..... Do.
St. L. Aldworth..... Do.
J. M'Ghie .....Coast Guard
H. Heyman ..... Do.
T. Heales ..... Do.
H. M. Tylden .....Champion
W. W. Williams.....Pique
G. A. Leary .....Hercules
W. E. Trisolt .....Pembroke

MASTERS.

C. Airey.....(acting) Hyacinth
J. Davies.....Edinburgh

SURGEONS.

J. Carmichael .....Hyacinth
J. H. Acheson .....Edinburgh
J. Low .....Pembroke
P. Oomrie .....Hercules
R. L. Birtwhistle.....Rhadamanthus

ASSIST.-SURGEONS.

W. Robertson.....Hyacinth
A. B. Cutfield.....Edinburgh
J. Plimsoll ..... Do.
G. F. Munro.....Royal Adelaide
J. J. Macnish ..... Do.
J. Haig .....Greenwich Hospital
H. G. R. Page.....Donegal

PURSER.

J. Boyle.....Edinburgh

CHAPLAIN.

Rev. J. Marshal.....Pique
Rev. J. Cooper .....Donegal

ARMY.

WAR-OFFICE, July 25.

16th Regiment of Light Dragoons—Captain Lawrence Fyler, from the 77th Regt. of Foot, to be Captain, vice Deverill, who exchanges.

Coldstream Regiment of Foot Guards—Serj.-Major Thomas Lee to be Quartermaster, vice Thomas Dwelly, who retires upon h.p.

Scots Fusilier Guards—Frederick Charles Arthur Stephenson, Esq., Page of Honour to the Queen, to be Ensign and Lieutenant, without purchase.

12th Regiment of Foot—Lieut. Henry Darley to be Captain by purch., vice Senior, who retires; Ensign Francis Gilbert Hamley to be Lieutenant by purch., vice Darley; Ensign Francis Grey Tidy, from the 13th Regiment of Foot, to be Ensign, vice Hamley.

13th Foot—Gentleman Cadet Francis Levett Bennett, from the Royal Military College, to be Ensign by purch., vice Tidy, appointed to the 12th Regiment of Foot.

40th Foot—Ensign Charles Philips, from the 1st West India Regiment, to be Quartermaster, vice Walsh, deceased.

45th Foot—Lieutenant Edmund Wilson Lascelles to be Captain without purch., vice Moore, deceased.

47th Foot—Serj.-Major —— Sinnott to be Adjutant with the rank of Ensign, vice Kaye, deceased.

77th Foot—Captain Gervas Stanford Deveril, from the 16th Light Dragoons, to be Captain, vice Fyler, who exchanges.

84th Foot—James Considine, Gent., to be Ensign without purch., vice Thomas Cassan, promoted in the 99th Foot.

99th Foot—Ensign Archibald William Reed, to be Lieut. by purch., vice Dent, who retires; Ensign Thomas Cassan, from the 84th Regiment of Foot, to be Lieut. without purch., vice O'Leary, deceased; Charles Blamire, Gent., to be Ensign by purch., vice Reed.

1st West India Regiment—Edward Algernon O'Donnoghue, Gent., to be Ensign, without purchase, vice Philips, appointed to the 40th Regt. of Foot.

OFFICE OF ORDNANCE, July 31.

Royal Regt. of Artillery—Second-Lieut. Evan Maberly to be First-Lieut., vice Marlay, dec.

Ordnance Medical Department—Temporary Assist.-Surgeon James Somerville Little, to be Assist.-Surgeon, vice Page, dec.; Temporary Assist.-Surgeon John Mackintosh, M.D., to be Assist.-Surgeon, vice Nelson, promoted.

WAR OFFICE, August 1.

2nd Dragoon Guards—Capt. Henry Boys, from the 12th Foot, to be Paymaster, vice James Davis, who retires upon h.p.

80th Foot—Lieut. Thomas Bloomfield Hunt, from the 97th Foot, to be Paymaster, vice J. Grant, who retires upon h.p.

WAR OFFICE, August 4.

4th Dragoon Guards—Thomas Oliver Watts Coster, Gent., to be Cornet by purchase, vice Prendergast, whose appointment has not taken place.

3rd Light Dragoons—Capt. John Bloomfield Gough, from the 23rd Foot, to be Capt. by purchase, vice Tucker, who retires.

14th Light Dragoons—Lieut. John Henderson to be Capt. by purchase, vice Thornhill, who retires; Cornet Isaac Cornock to be Lieut. by pur., vice Henderson; William Faber, Gent., to be Cornet by purchase, v[illegible]

12th Foot—Captain Julius Henry Strike, from h.p. Unatt., to be Capt., vice Boys, appointed Paymaster 2nd Dragoon Guards; Staff Assist.-Surgeon William Dick, M.D., to be Assistant-Surgeon.

19th Foot—Lieut. George Richard Langley, from h.p. 20th Foot, to be Lieut. vice Robert Stansfield, who exchanges.

23rd Foot—Lieut. John Lort Phillips to be Capt. vice Gough, app. to the 3rd Light Drags.; Second-Lieut. Edward Battye to be First-Lieut. by pur., vice Phillips; Hon. Francis John Robt. Villiers to be Second-Lieut. by purchase, vice Battye.

26th Foot—Ensign Hon. William Godolphin Osborne to be Lieut. by purchase, vice Robson, whose promotion has not taken place; Ensign James Macdonnell, from h.p. Nova Scotia Fencibles, to be Ensign, vice Osborne.

27th Foot—Ensign Hon. Chichester Thomas Skeffington Foster to be Lieut. by purchase, vice Smith, who retires; Herman Stapylton, Gent. to be Ensign by purchase, vice Foster.

34th Foot—Capt. George Ruxton to be Major by purchase, vice Tew, who retires; Lieut. Joseph Henry Mathews to be Capt. by purchase, vice Ruxton; Ensign Frederick H. Lang to be Lieut. by purchase, vice Mathews; Lieut. Geo. Harford to be Adjutant, vice Mathews, prom.

49th Foot—Assist.-Surgeon Campbell Flyter, from the 69th Foot, to be Assist.-Surgeon, vice Campbell, deceased.

51st Foot—Lieut. James Gates, from h.p. 20th Foot, to be Lieut. vice George Henry John Leigh, who exchanges; Thomas Bartlett, Gent., to be Assistant-Surgeon.

59th Foot—Lieut. Edw. James Taylor, from h.p. 51st Foot, to be Lieut. vice F. Baring, who exchanges.

67th Foot—Lieut. Hon. William Seabright Lascelles, from h.p. Gren. Foot Guards, to be Lieut. vice Macpherson, prom.; Ensign Henry James Vincent Kemble to be Lieut. by purch., vice Lascelles; Alexander Dury, Gent. to be Ensign by purchase, vice Kemble.

71st Foot—Gent. Cadet Francis G. Scott, from the Royal Military College to be Ensign without purchase, vice Aiton, whose appointment has not taken place.

74th Foot—Lieut. Anthony Donnelan, from h.p. 46th Foot, to be Lieut. vice Macpherson, promoted; Ensign George Wm. Fordyce to be Lieut. by purchase, vice Donnelan, who retires; Wm. Brunswick Mein, Gent., to be Ensign by purchase, vice Fordyce; Staff Assist.-Surgeon Richard Hopkins, M.D., to be Assist.-Surgeon, vice Paterson, deceased.

91st Foot—Gregory Grant, Gent. to be Ensign by purchase, vice Forbes, promoted.

96th Foot—Ensign John Randle Ford to be Lieut. by purchase, vice Sparke, who retires; John FitzThomas Dennis, Gent. to be Ensign by purchase, vice Ford.

Royal African Colonial Corps—Ensign Wm. Macpherson, from the 54th Foot, to be Lieut. without purchase, vice Spiller, deceased.

Hospital Staff—James Shirrefs, Gent. to be Assist.-Surgeon to the Forces, vice Richard Hopkins, appointed to the 74th Foot.

Mem.—The name of the Gent. appointed to an Ensigncy in the 25th Foot, on the 14th ult., is Ogilvy and not Ogilvie.

Her Majesty has been pleased to permit the 14th (or the King's) Regt. of Light Dragoons, to bear on its standards and appointments, in addition to any other badges and devices heretofore granted, the word "Douro," in commemoration of the distinguished conduct of the Regiment at the passage of the Douro, on the 12th May, 1809.

WAR-OFFICE, August 8.

1st Foot Guards—Ensign and Lieut. Augustus Cox to be Lieut. and Capt. by purchase, vice Beresford, who retires; Robert Peel Dawson, Gent. to be Ensign and Lieut. by purchase, vice Cox.

Coldstream Foot Guards—Colonel John Freemantle to be Lieut.-Colonel by purchase, vice Francis Miles Milman, who retires upon h.p. Unatt.; Capt. and Lieut.-Colonel Charles Augustus Shawe to be Major with the rank of Colonel, by purchase, vice Freemantle; Lieut.-Colonel Arthur Du Bourdieu, from h.p. Unatt., to be Capt. vice Shawe; Lieut. and Capt. Hon. James Hope to be Captain and Lieut.-Colonel by purchase, vice Du Bourdieu, who retires; Lieut. and Adjutant Duncan Macdonell Chisholm, to have the rank of Lieut. and Captain; Ensign and Lieut. Stephen Rowley Conroy to be Lieut. and Captain by purchase, vice Hope; Francis Hastings Russell, Gent., to be Ensign and Lieut. by purchase, vice Conroy.

Mem.—The half-pay of the under-mentioned Officers has been cancelled from the dates set against their names, inclusive, they having accepted commuted allowances for their commissions, viz.—Captain Wm. Henry Bacchus, h.p. 1st Provisional Battalion of Militia, from 17th June, 1837. Ensign Lewis Redeu, h.p. 1st Light Infantry Battalion King's German Legion, from 8th August, 1837.

OFFICE OF ORDNANCE, August 8.

Royal Regiment of Artillery—Second-Capt. Thos. A. Lethbridge to be Adjutant, vice Smith, retired.

WAR OFFICE, August 11.

Coldstream Foot Guards—Hon. Vesey Dawson to be Ensign and Lieut. by purchase, vice Russell, whose appointment has not taken place.

Scots Fusilier Guards—Col. John Aitchison to be Lieut.-Colonel by purchase, vice Douglas Mercer, who retires upon h.p. Unatt.; Colonel William Henry Scott to be Major by purchase, vice Aitchison; Lieut.-Colonel John Octavius Glover, from h.p. Unatt., to be Capt. vice Scott; Lieut. and Captain John George Robinson to be Captain and Lieut.-Colonel by purchase, vice Glover, who retires; Ensign and Lieut. Robert Moorsom to be Lieut. and Capt. by purchase, vice Robinson; Ensign Charles Assheton Fitz-Hardinge Berkeley, from the 11th Foot, to be Ensign and Lieut. by purchase, vice Moorsom.

11th Foot—Charles Davers Osborn, Gent., to be Ensign by purchase, vice Berkeley, app. to the Scots Fusilier Guards.

12th Foot—Lieut. Edward Walhouse to be Capt. by purchase, vice Bayley, who retires; Ensign Thomas Alexander Gerard to be Lieut. by purchase, vice Walhouse.

14th Foot—Lieut. Donald M'Phee, from h.p. 79th Foot, to be Lieut. vice Hon. Barry Charles Yelverton, who exchanges.

22nd Foot—Thomas Lansdowne Parr Moore, Gent. to be Ensign by purchase, vice Stewart, who retires.

26th Foot—W. Postlethwaite, Gent. to be Ensign by purchase, vice Macdonell, who retires.

54th Foot—Gent. Cadet Patrick L. C. Paget from the Royal M. College, to be Ensign without purchase, vice Macpherson, promoted in the Royal African Colonial Corps.

69th Foot—David Edward, Gent. to be Assist.-Surgeon, vice Flyter, app. to the 49th Foot.

74th Foot—Gent. Cadet Lewis Coker, from the Royal M. College, to be Ensign without purchase, vice Morris, deceased.

81st Foot—Frederick Edward Sorell, Gent. to be Ensign by purchase, vice Faulconer, who retires.

83rd Foot—Lieut. Wm. S. Durie, from the 94th Foot, to be Lieut. vice Bowles, who exchanges.

94th Foot—Lieut. Francis W. Bowles, from the 83rd Foot, to be Lieut. vice Durie, who exchanges.

96th Foot—Lieut. George Anderson to be Captain by purchase, vice Auldjo, who retires; Ensign Banastre Henry Tarleton to be Lieut. by purchase, vice Anderson; Alexander Fraser, Gent. to be Ensign by purchase, vice Tarleton.

Unattached—Lieut. John Watson, from the 38th Foot, to be Capt. by purchase.

Staff—Colonel Chatham H. Churchill, 31st Foot, to be Quartermaster-General to the Queen's Troops serving in the East Indies, vice Major-General Sir J. Dickson, K.C.B.

Hospital Staff—To be Assist.-Surgeons to the Forces—Wm. M'Caskill, M.D., E. Robertson, M.D.; Frederick Roberts, Gent. vice Dick, app. to the 12th Foot.

Mem.—Capt. Charles Beale, upon h.p. Unatt., has been allowed to retire from the Service by the sale of an Unattached Company, he being about to become a settler in the colonies.

WAR-OFFICE, Aug. 22.

1st Regt. of Dragoon Guards—Cornet E. J. Power to be Lieut. by purchase, vice Kenyon, who retires; H. Keown, Gent. to be Cornet by purchase, vice Power.

Scots Fusilier Guards—T. H. Powell, Gent. to be Ensign and Lieut. by purchase, vice Tollemache, who retires.

1st Foot—Ensign E. R. Wetherall to be Lieut. by purchase, vice Bridges, who retires; Ensign and Adjt. J. R. Heaton to have the rank of Lieut.; Ensign D. Lysons to be Lieut. by purchase, vice Pilkington, who retires; W. G. Mangin, Gent. to be Ensign by purchase, vice Wetherall; E. V. Keene, Gent. to be Ensign by purchase, vice Lysons.

18th Foot—Ensign J. Boyd to be Lieut. by purchase, vice Philips, who retires; W. Wilson, Gent. to be Ensign by purchase, vice Gerard, promoted; B. W. Gillman, Gent. to be Ensign by purchase, vice Boyd.

20th Foot—Lieut. E. Hill, from the 63rd Foot, to be Lieut. vice Eyre, who exchanges.

38th Foot—Ensign J. W. S. Smith to be Lieut. without purchase, vice M'Leroth, dec.; Ensign D. O'Connell to be Lieut. by purchase, vice Watson, promoted; Gent. Cadet C. Frith, from the Royal Military College, to be Ensign, vice Smith; R. C. Sinclair, Gent. to be Ensign by purchase, vice O'Connell.

41st Foot—Captain J. Simmons to be Major without purchase, vice May, whose promotion has not taken place; Lieut. J. G. Bedingfield, to be Capt. without purchase, vice May, dec.; Lieut. L. Tallan to be Capt. vice Simmons; Ensign T. Burgh to be Lieut. vice Tallan; Gent. Cadet J. Mannin, from the Royal Military College, to be Ensign, vice Burgh.

57th Foot—Lieut. J. Moore, from the 2nd Foot, to be Paymaster, vice Greep, dec.

63rd Foot—Lieut. G. Eyre, from the 20th Foot, to be Lieut., vice Hill, who exchanges.

Rifle Brigade—Lieut. J. Rooper to be Capt. by purch., vice Groves, who retires: Second-Lieut. A. Percy to be First-Lieut. by purchase, vice Rooper; J. A. V. Kirkland, Gent., to be Second-Lieut. by purch., vice Percy.

Hospital Staff—Brevet Inspector-Gen. J. Strachan, M.D., to be Inspector-General of Hospitals.

Memoianda—The date of Lieut. Diddep's commission in the 41st Foot is 5th June, 1837, and not 11th July, 1837. Assist.-Surg. J. Connell, of the 3rd Light Drags., has been superseded for being absent without leave. Assist.-Surg. L. Bowen, of the 2nd Life Guards, has been superseded for being absent without leave.

OFFICE OF ORDNANCE, Aug. 22.

Royal Regt. of Artillery—Second-Lieut. Hugh Graham Ross to be First-Lieut. vice Freeman, deceased.

WAR OFFICE, August 25.

2nd Regt. of Life Guards—Captain William Shipley Conway, from h.p. Unatt., to be Capt., vice Hon. Craven FitzHardinge Berkeley, who exchanges.

14th Regt. of Foot—Captain John Watson, from h.p. Unatt., to be Capt. vice Arthur Ormsby, who exchanges, receiving the difference.

28th Foot—Ensign Henry Dalton Smart to be Lieut. by purchase, vice Irving, who retires; George Gravatt, Gent. to be Ensign by purchase, vice Smart.

46th Foot—Ensign Arthur George Vesey to be Lieut. by purchase, vice Jesse, promoted; Eustace John Douglas Moffatt, Gent. to be Ensign by purchase, vice Vesey.

52nd Foot—Ensign George Thomas Conolly Napier to be Lieut. by purchase, vice H. S. French, who retires; Hon. William Pakenham to be Ensign by purchase, vice Napier.

72nd Foot—Lieut. Charles Moylan to be Adjutant, vice Adair, promoted.

75th Foot—Captain William Jesse, from h.p. Unatt. to be Captain, vice Charles Allen Young, who exchanges, receiving the difference.

78th Foot—Lieut. Henry James Lloyd, from h.p. 38th Foot, to be Lieut. vice Beales, promoted; Ensign Richard Shields to be Lieut. by purchase, vice Lloyd, who retires; Thomas Hanmer Fletcher, Gent., to be Ensign by purchase, vice Shields.

82nd Foot—Captain William Newhouse, from h.p. Unatt., to be Captain, vice Thomas George Castlen, who exchanges, receiving the difference.

Unattached—Lieut. William Jesse, from the 46th Foot, to be Captain of Infantry, by purch.

Memorandum—Brevet Major William Russell, upon h.p. 31st Foot, has been allowed to retire from the Service by the sale of an Unatt. company, he being about to become a settler in New South Wales.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

July 24, at Malta, the Lady of Major Kelsall, 70th Regt., of a son.

July 24, in Hertford-street, May Fair, the Lady of Colonel Scott, Scots Fusilier Guards, of a son, which survived only twenty-four hours.

July 24, at Stoke, near Devonport, the Lady of Captain T. Sanders, R.N., of a daughter.

In Dorchester, the Lady of Lieut. Armstrong, Inniskilling Dragoons, of a son.

The Lady of Lieut. G. W. Denys, 68th Light Infantry, of a son.

At Ramsgate, the Lady of Lieut.-Colonel A. Kennedy, Unattached, of a son.

The Lady of Captain Sir Keith A. Jackson, 4th Light Dragoons, of a daughter.

At Cork, the Lady of Deputy Inspector-General Dr. Sweeny, of a daughter.

July 29, at Wickham, the Lady of Captain Sir Francis Collier, R.N., of a son.

At Cheltenham, the Lady of Captain Felix Smith, late Queen's Bays, of a daughter.

August 2, at Stonehouse, the Lady of Captain Gordon, R. Engineers, of a daughter.

August 9, at Brighton, the Lady of Major J. Clark, K.H., 54th Regt., of a daughter.

At Maunsell House, near North Petherton, the Lady of General Sir John Slade, Bart., G.C.H., of a daughter.

August 15, at Newhaven, the Lady of Capt. Tothill, R.M., of a daughter.

August 15, at Pembroke Dock, the Lady of R. E. Chevallier, Esq., Timber Master's Store Clerk in Pembroke Royal Dockyard, of a son.

MARRIAGES.

July 1, at Quebec, Capt. Trevor Humphreys, of the Royal Regiment, and son of Rear-Admiral Sir Salisbury Humphreys, to Frances, daughter of the Hon. J. Sewell, President of the Council, and Chief Justice of Lower Canada.

July 30, Capt. J. E. Portlock, R. Engineers, to Harriet, daughter of the late George Cunyngham, Esq. of Spring Hill, Londonderry.

August 5, at St. Mary-le-Bone, Capt. Graham, 8th Dragoon Guards, to Maria Margaret, eldest daughter of Mark Dyer French, of the island of Tortola, Esq.

August 8, at St. Mary-le-Bone, Capt. James Brown, 57th Regt., to Jessy, second daughter of the late J. Thomas, Esq., of Shepherd's Bush.

At St. Mary-le-Bone, Major Bucknel Estcourt, 43rd Regt. to Caroline, daughter of the late Right Hon. Reginald Pole Carew, of Antony, Cornwall.

At St. Pancras, Dr. D. Thomson, R.N., to Mary, daughter of A. Thomson, Esq., late of the Navy Pay Office.

At Newington Butts, Lieut. J. S. Dixon, R.N., to Sophia, widow of F. H. Hunter, Esq. of Kennington Common.

At Bray, Captain the Hon. William Edward Fitzmaurice, 2nd Life Guards, youngest son of the late Rt. Hon. Viscount Kirkwall, to Esther, daughter of the late H. Harford, Esq., of Down Place, Berks.

At Dublin, Lieut. S. W. Montague, R.N., son of the late Admiral Montague, and grandson of the late Earl of Sandwich, to Margaret, daughter of S. Pomret, Esq., of Mount Pleasant, Dublin.

Lieut. Hutchinson, R.N., to Hannah, daughter of J. Lacy, Esq., of Upleatham, Yorkshire.

August 22, at Charlton Church, Woolwich, Captain Wulff, Royal Engineers, son of General Wulff, to Mrs. Sprowle, relict of the late Surgeon Sprowle, Royal Artillery.

DEATHS.

Feb. 9, at Hazareebaugh, Bengal, Assistant-Surgeon A. Campbell, 49th Regt.

March 9, at Sabathoo, in the 74th year of his age, Major-General Sir John Wittington Adams, K.C.B., Colonel of the 16th Bengal Native Infantry.

At the Madras Presidency, Capt. W. Moore, 45th Regt.

On board the Orontes, on passage home from India, Major J. F. May, 41st Regt.

March 23, Lieut. Bannerman, h.p. 90th Regt.

April 18, Lieut. Wallis, h.p. 3rd Regt.

April 19, at New Brunswick, Lieut. G. West, R.N.

April 23, Dr. Larchin, Physician to the Forces.

May 7, Staff-Surgeon Burnall.

May 18, at Newfoundland, Lieut. Brown, R. Newfoundland Vet. Companies.

May 19, in St. John's Bay, Antigua, West Indies, Mr. Richard Edwards, second officer of the ship Victor, of London, aged 22. He was proceeding from the ship, about five o'clock in the afternoon, in quest of some large fish near by, when, in the act of handling his double-barrelled fowling-piece (on the percussion principle) to a boy in the boat alongside, one of the hammers came in contact with a step of the ladder, which occasioned its immediate discharge, and he received the contents of the barrel in the right side of his head, and never spoke afterwards. He was with the utmost promptitude removed on shore, and the best medical assistance called to his aid, who at once pronounced his case hopeless, and at half-past seven in the evening he expired without a struggle. A Coroner's inquest returned, without hesitation, a verdict of accidental death. Mr. Edwards was the third surviving son of the late Richard Edwards, Esq., of Weybridge, Surry, who was formerly Registrar of the Admiralty Court in the island of Minorca. He commenced his professional career in the Hon. E. I. Company's service, and, after the abolition of the Company's charter, embarked in the West India trade to gain experience, preparatory to the command of a ship of his own. He was a youth of great promise, possessing principles of the nicest honour, united with a high daring and amiability of manner rarely excelled in the same individual. His remains were borne and followed to the grave by a large concourse of the most respectable inhabitants; and the tears of his shipmates—men not accustomed to the melting mood—forcibly indicated how much he was beloved.

May 21, at St. John's, New Brunswick, Lieut. Marley, R.A.

June 4, Lieut. T. Lewis, Unatt.

June 13, Lieut. Wilkins, h.p. 8th Line Bn. German Legion.

June 17, at Fort Barras, River Gambia, Capt. Robert Copley, Royal African Colonial Corps.

June 19, at Hanover, Capt. Elderhorst, h.p. 2nd Line Bn. German Legion.

June 25, in London, Colonel Coove, h.p. York Light Infantry Volunteers.

July 4, Lieut. Appulm, h.p. 3rd Line Bn. German Legion.

July 7, at Brussels, Major-General the Hon. Henry Dillon.

At Ascension island, of fever caught while on duty in the Bonny River, Lieut. Roberts, R.N., commanding H. M.'s brig Dolphin.

At Howth, Captain W. Mudge, R.N.

July 28, Lieut. William Freeman, Royal Artillery.

Near Gosport, Commander H. Davis, R.N.

At Brighton, Captain Henry Bradburne, formerly of the 2nd Dragoon Guards.

At Warrenpoint, Newry, of apoplexy, Lieut. M'Leroth, 38th Regt.

August 3, at Stonehouse, Lieut.-Colonel John Maule, late 26th Regt.

At Totness, suddenly, Captain Edward Dix, R.N.

At Nacton, Lieut. Hugh Montgomery, R.N.

At Margate, Commander J. Edwards (*a*), R.N., in his 77th year.

August 5, at his seat, Walmer, Kent, Admiral Sir Richard Lee, K.C.B., aged 72.

At Margate, Lieut. O. Scott, R.M.

Mr. W. Watt, Assistant-Surgeon of Greenwich Hospital.

In Northamptonshire, of consumption, Lieut. G. Trollope, R.N., nephew of Admiral Sir Henry Trollope.

August 15, at Athy, Kildare, W. Rawson, Esq., formerly Captain in the 62nd Regt. He entered the British service in 1794, and was present at the capture of Martinico, St. Lucie, and all the victories which favoured British arms in the West Indies till the year 1800, when he retired, his constitution having been impaired by the climate and yellow fever.

August 19, Com. W. Windeyer, R.N.

August 20, at the Regent's Park Barracks, S. D. Broughton, Esq., F.R.S., Surgeon of the 2nd Life Guards. The character and career, both private and professional, of this lamented officer, and the incidents of his unfortunate death, demand a more detailed notice than we are at present enabled to offer, but shall take an early opportunity of supplying.

August 21, at his seat, Moor House, Limpsfield, Surrey, Rear-Admiral R. G. Middleton.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

July, 1837.	Six's Thermometer.		At 3 P. M.			Pluviameter Inches.	Evaporator Inches.	Winds at 3 P. M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Therme. Degrees.	Hygrom. Parts.			
♄ 1	71·0	55·0	30·33	68·6	389	—	·174	N.N.E. fr. br. very fine
☉ 2	69·8	55·0	30·26	68·0	398	—	·156	N.N.W. lt. br. magnificent
☽ 3	70·5	60·2	30·18	70·0	390	—	·176	N.W. fresh airs, beautiful
♂ 4	69·6	62·2	30·16	69·2	384	—	·159	N.E. lt. airs, sult. & cldy.
☿ 5	68·5	62·2	30·14	67·7	425	—	·148	N.W. lt airs, with rain
♃ 6	68·9	63·0	30·15	68·7	447	—	·149	N.E. fresh air, fine day
♀ 7	69·0	63·0	30·24	69·0	442	—	·146	N.N.E. var. wind, but fine
♄ 8	72·6	63·5	30·18	72·5	436	—	·149	N. light air, sultry
☉ 9	71·7	62·5	30·15	68·5	398	—	·162	E.S.E. ch. wind, fine
☽ 10	69·6	59·0	30·00	69·5	409	—	·180	N.N.E. fr. wind, beautiful
♂ 11	69·2	55·7	30·02	69·2	427	—	·146	N.E. ch. wind, fine day
☿ 12	69·2	62·5	29·98	65·5	438	—	·180	N.N.E. lt. airs, fine but cl.
♃ 13	66·6	57·5	29·85	66·5	461	·010	·114	S.S.E. fr. airs, beaut. day
♀ 14	67·6	62·0	29·82	67·6	478	·272	·102	S.S.W. light breeze, sultry
♄ 15	67·6	62·1	29·89	65·8	471	·225	·114	W.S.W. fresh br. squaller
☉ 16	65·6	59·5	29·98	64·5	461	·150	·140	W.N.W. str. sqls. th. rain
☽ 17	66·9	57·7	29·19	65·0	456	·106	·176	S.W. light br. showery
♂ 18	66·6	60·9	29·86	66·2	472	·180	·128	W.S.W. gales, showery
☿ 19	69 0	60·2	29·84	69·0	420	·120	·120	W.S.W. fr. airs, beaut. day
♃ 20	68·5	62·2	29·92	66·2	444	·132	·105	W.N.W. fr. br., squalls
♀ 21	67·6	59·8	30·05	67·2	446	·025	·125	N.N.E. fr. brs. beaut. day
♄ 22	68·9	59·0	30·07	68·8	435	—	·140	N.W. lt. airs, splendid day
☉ 23	70·8	64·6	30·03	70·0	458	·022	·150	W.N.W. lt. br. and sultry
☽ 24	70·9	62·7	30·12	70·6	441	·435	·154	N. lt. airs, magnif. day
♂ 25	71·2	63·8	30·12	71·2	425	—	·180	S. by W. lt. airs, fine day
☿ 26	73·0	64·3	29·87	72·0	403	—	·170	S.S.W. lt. br. fine day
♃ 27	72·4	66·2	29·82	72·4	418	·170	·184	W. by S. fr. br. fine day
♀ 28	71·3	63·8	29·20	64·5	445	·495	·136	S. a gale, with hard sqls.
♄ 29	71·5	61·7	29·50	63·8	452	·040	·130	S.W. stmy. with hard sqls.
☉ 30	71·8	60·4	29·77	63·3	458	·059	·151	W. fr. br. and squally
☽ 31	66·7	57·8	29·88	66·2	438	·050	·102	N.W. variable

A BIOGRAPHICAL SKETCH OF CAPTAIN DAMPIER.

No. IV.

The Roebuck rode before Batavia till the 17th of October, when, being refitted and supplied, she took advantage of the proper season for making the passage, and sailed for Europe. Nothing particular occurred till the 21st of February, 1701, when they came in sight of the island of Ascension. On the day after, the ship sprung a dangerous leak, which increased so rapidly and violently that in a short time the chain-pump could not free her. At length, by great and unremitted exertions of pumping and baling, the water was got under, and the place of the leak ascertained. The carpenter showed great deficiency of judgment, if not want of skill in this business, and it soon became evident that the disaster was now so incurable, that the whole attention was directed to keeping her afloat till daylight.

Early on the following morning Captain Dampier stood for the bay, and anchored there. Every measure which prudence or ingenuity could suggest or contrive to remedy or lessen the accident was immediately put in execution. These were unhappily all fruitless; for after ripping the ceiling near the leak, in order to get at it within board, the plank was discovered to be so rotten, that "it broke away like dirt."

It was now too evident that if they remained on board they would perish, and that nothing was left for Dampier to do in this distressed situation but to endeavour, if possible, to save the lives of his people. The pumping and baling were continued unremittingly to keep the old tub afloat during the night, and the boats were hoisted out, although it was dark, that if she gave any indications of foundering at her anchor the crew might be rescued. When day broke they weighed and endeavoured to run in-shore, but the land-wind baffled the intention. The case was critical, as it was momentarily expected that the Roebuck would make a dive of it. At length, in the afternoon, on the springing up of the sea-breeze, they managed by sailing and warping to bring the vessel into three-and-a-half fathoms water, where they secured her. The greatest exertions were now made to save such articles as were more immediately necessary for future existence and preservation: the seamen's chests and bedding were got safe to land upon a raft, and all the sails were unbent and carried on shore for the purpose of being converted into tents.

Captain Dampier remained on board the sinking ship till the very last, and had the mortification to find that his men had committed depredations on the stores before he landed. He had also to regret the loss of many of his books and papers, and a collection of shells gathered in New Holland. The plants he contrived to save, and they were afterwards placed in the hands of the ingenious Dr. Woodward.

The condition of the party was more fortunate than that which generally falls to the lot of shipwrecked seamen. They had saved most of their property, and were tolerably housed: the island abounded with turtle, goats, land-crabs, and tropical birds, and the air was "exceeding wholesome." To add still further to their satisfaction, they discovered a spring of [illegible] water, though their joy was somewhat damped from its b[illegible] s distant from the bay where they landed, and

beyond a very high mountain*. This, however, was a difficulty not at all intolerable, and our navigator thankfully remarks:—"Now we were, by God's providence, in a condition of subsisting some time, having plenty of very good turtle by our tents, and water for the fetching." In this state the shipwrecked company remained about five weeks, when they were relieved from their anxiety by the arrival of three English men-of-war, and an Indiaman, on the 3rd of April. Captain Dampier immediately embarked on board the Anglesea, of 48 guns, with the greater part of his people, the remainder being accommodated in the other ships.

Such was the termination of the most meritorious of all Dampier's undertakings; but though the end was disastrous, the purpose of the voyage was not defeated, for the mission upon which he was dispatched in an old and crazy vessel was ably performed and clearly narrated; and the contributions he made to geography were great and important. Yet the loss of the ship and of his papers depressed the navigator's spirits, and probably lowered his merit with the Board, as he was neither rewarded for what he had achieved nor employed again in the public service. The effects of hope deferred, irritation, and grief, are too visible in the preface to his account of this voyage, where, although he seldom intrudes his own private affairs and personal feelings, proof is afforded that, besides having permitted the misfortune to prey upon his temper, his uncommon merit as a narrator of his own career had stirred up a captious and envious spirit against him. He complains that it was objected to him by some, that his descriptions were dry and jejune; and by others that he had borrowed from the journals of other men; while a third party were apt to slight his accounts, as if what he had done and described were an easy matter. And in dedicating the same volume to the Earl of Pembroke, who had been First Lord of the Admiralty, he says,—"The world is apt to judge of everything by the success; and whoever has ill-fortune will hardly be allowed a good name. This, my lord, was my unhappiness in my late expedition in the Roebuck, which foundered through perfect age, near the island of Ascension. I suffered extremely in my reputation by that misfortune, though I comfort myself with the thought that my enemies could not charge any neglect upon me; and since I have the honour to be acquitted by your lordship's judgment, I should be very humble not to value myself upon so complete a vindication."

There is still existing in the Hydrographical Office of the Admiralty the manuscript chart of this voyage, which Dampier presented to their

* From angles which we took off this volcanic island, in 1809, the summit of the mountain appeared to be about 2700 feet above the level of the sea. On the committal of Napoleon Bonaparte to St. Helena, it was thought necessary to garrison Ascension, and it has ever since remained colonized. The settlement is still principally supplied from the source so accidentally discovered. Lieutenant Holman, the blind traveller, thus describes it in 1829: "When about four miles from Regent-square we arrived at Dampier's Spring, a stream of water that might pass through an ordinary goose-quill, and if allowed to spread over the surface of the ground in some climates, would evaporate as quickly as it flowed but here, conducted into a cask, it affords no inconsiderable portion of the st[illegible] Regent's-square. It is sent down in barrels on the backs of asses or [illegible] served out by measure, according to the quantity procured." Since th[illegible] have been laid down from the spring to the town.

lordships, and which we have rigidly examined. In this interesting document the latitudes are unfortunately so effaced by dust and varnish that there is no reading them off; but the trend of the south coast of Africa, along which he sailed, corresponds exceedingly well with the recent surveys of Captain W. F. Owen. The meridian distances, as might be expected, exhibit a considerable difference from the same standard, being too great by about one-tenth; but they are pretty consonant with each other, the longitude of the Cape being laid down in 22° 50′ from the Lizard, his first meridian. By referring to the charts published afterwards, it will be seen that the south coast of Africa was made to incline more northerly from the Cape, and hydrographers gradually increased that error to a great extent, until Sir John Barrow traversed the debated part, and brought it to what Dampier had drawn it. The track of the Roebuck is accurately marked on the manuscript, with the magnetic variation of the needle, and the direction of the winds very fully inserted; and until Captain P. P. King surveyed the north-west coast of Australia, the chart of our navigator was the only one followed.

Such results, and his conduct of the voyage, entitled him to further public employment; but it is not the least singular feature of Captain Dampier's career, that all the lists of naval officers of that date, as well those in manuscript as that published by Admiral Hardy, have uniformly drowned him in the old Roebuck! It might be supposed that his own testimony, as given by the publication of the voyage, would have sufficed to correct so monstrous a mistake; and if the volume issued in 1703 was not to be admitted as an evidence, the assertion of the official Gazette of the same year notified his being among the quick. In Number 3906 is the following statement:—"St. James's, April 18th, Captain William Dampier being prepared to depart on another voyage to the West Indies, had the honour to kiss her Majesty's hand on Friday last, being introduced by his Royal Highness the Lord High Admiral."

This is quite sufficiently to the point to prove, that the gentleman whom we shall still accompany is the same with whom we started from East Coker. We are also bound to notice another report, alluded to by Charnock, that the reason why we hear no more of Dampier in the Navy was his having been dismissed, or suspended from the service, by the sentence of a court-martial, for misbehaviour and ill treatment of his officers and people, an imputation which all circumstances warrant us in denying, and which must have originated from the ignorance or misrepresentation of detracting cotemporaries, many of whom were imbued

> "With that malignant envy which turns pale
> And sickens, even if a friend prevail,
> Which merit and success pursues with hate,
> And damns the worth it cannot imitate."

As this voyage was the last of his publications, with the exception of a justification which will presently be noticed, his numerous biographers here generally take a rapid stride over his succeeding undertakings, with terms of regret that further known particulars of their hero are extremely few, unconnected, and unsatisfactory. We shall endeavour to throw a gleam of light upon the subject.

Though Dampier is too modest and reserved to dilate upon his own personal affairs, it is not difficult to gather that his merit had procured him the countenance and friendship of various eminent men; and we find that one or other of these gentlemen had obtained for him a situasion in the Custom-house. He had become intimate with some of the leading *savans* before he was commissioned to the Rainbow, and it was evidently owing to his acquaintance with Sir Robert Southwell and Sir Hans Sloane that the noted directions of his brother George for curing the bites of rabid creatures, by means of Jew's-ear and pepper, were inserted in the 237th Number of the Philosophical Transactions.

This effusion consists of only two leaves, and in the mode of delivering himself of the "secret," as well as in connecting the moon with the madness, George proves himself no great conjuror; yet it is a document of some interest, since in the mention of "our rye-fields," it may be inferred that the family were tolerably well to do, and possessed lands. The curious can refer to that communication, but it may not be unacceptable here to print the letter which announced permission to reveal the composition of what Dr. Crom. Mortimer, the Secretary of the Royal Society, afterwards termed the famous "Dampier Powder:"*—

"Exmouth, Feb. 2, 1697-8.

"LOVING BROTHER,—Your letter of the third of this month I received with much content and satisfaction, for indeed I feared that you had been hurt by a dog, and that you sent for it for yourself; therefore was unsatisfied till I heard of you again. Your other letter of the 15th of this instant came also to my hands, in which you tell me that you showed my letter, and medicine for the bite of a mad dog to Sir Robert Southwell, who showed the same to others of the Royal Society, that were pleased to know the virtues of that herb, but seemed to desire my leave in the making it public. My uncle, from whom I had it, enjoined me to secrecy during his life, which accordingly I performed; but he being lately dead, I am absolved from that obligation. Yet I did not, nor should have communicated the receipt to any but yourself, but seeing that you have showed the same to those worthy persons you speak of, and they take notice of it, and indeed though it be but a small thing that is daily trod on both by man and beast, yet it is of very great worth and use in this venemous distemper; and for the good of others I am free that those worthy and incomparable ingenious gentlemen may use their pleasure about it; and I heartily wish that I were of a capacity to serve them in any other way: none should be readier.

"Your ever loving brother,

"GEORGE DAMPIER."

On the breaking out of the war of the Spanish succession, Captain Dampier was induced to accept the command of a couple of privateers, the St. George, of 26 guns, and 120 men, and the Cinque Ports galley, of 16 guns, and 63 men, which were intended to cruise in the South Sea, on the disorganizing compact—"no prey no pay"—a principle fully adapted to the destruction of order and discipline in a ship, the commander being uninvested with salutary power, and the officers and company irresponsible.

* It is lamentable that the cure of hydrophobia is still as hopeless as ever it was. In 1720, when Sir Hans Sloane was President of the Royal College of Physicians, he introduced the Dampier Powder into the London Pharmacopæia, under the name of *Pulvis Antilyssus*. It is thus made—

Lichen. ciner. terrestris, Piper. niger ãã ℥ f

This expedition was one of more perils than prizes, and from its unlucky progress and *denouement*, has subjected our hero's character to many rash and unfounded imputations. These are principally drawn from a narrative plotted during Dampier's absence, when an idea obtained that he was not to return home. It was concocted between Knapton, the publisher of Dampier's former voyages, and William Funnell, who advertised himself as mate of the St. George, but who, it appears, went out as the Captain's steward, and was by him made a Midshipman, in which situation he found an opportunity of pirating his benefactor's charts and papers. The office of writing the voyage could not have fallen into worse hands, either for the individuals or the public, for the book is replete with evident misstatements regarding the geographical and nautical facts, as well as the private transactions in the ship. Dampier unexpectedly arrived in England soon after its appearance, and instantly published a vindication of his conduct* against the "chimerical relation" which, with every impartial lover of truth and justice, consigns Funnell to reprobation and infamy; yet his mendacious and malevolent production still obtrudes under the false title of the Fourth Volume of Dampier's Voyages, although concocted without that navigator's consent, and containing not one word of his writing. Some literary gleaners carelessly adopt any current opinion, and copy statements without examination; and to such we owe most of the abuse of our intelligent seaman. Even so lately as 1814, Kerr taunts him with his self-sufficient, strange, overbearing temper, and espouses the representations of Funnell. But this might be expected from a compiler who swamped Dampier's journal under that of Cowley, though it was "Hyperion to a Satyr." The cloud, however, is clearing off under the influence of due inquiry, and Admiral Burney has generously aided the cause of rectitude, by indignantly rebuking the thoughtless propagators of calumny. "It is" he says, "matter of regret, and not less of dissatisfaction, to see that some late writers have been so little conscious of the merits of Dampier, as to allow themselves to speak of him with small respect, for no other cause than that it appears he had disagreements with some of his shipmates, the particular circumstances of which are not known, farther than that he had to deal with a quarrelsome and mutinous crew, and was not armed with sufficient authority to repress their disorders, and was far distant from any appeal. Such petty considerations should never have been lifted up against the memory of such a man as Dampier."

Dissensions arose in the very outset of the luckless expedition, not, as Funnell asserts, between the Captains, but between them and their employers. It has been considered that in this privateering scheme Dampier had fallen among some petty merchants, and had persuaded them to equip the vessels; but we are armed with authority for stating, that among the owners were our navigator's friends, Sir Robert Southwell, the President of the Royal Society, and Edward Southwell, Esq., her Majesty's Secretary of State for Ireland, though their names were carefully kept out of view. Funnell mentions that the St. George sailed from the Downs on the 30th of April, 1703, victualled for nine months, and that about the middle of May she anchored at Kinsale, in Ireland,

* This was printed by Mary Edwards, which shows a rupture between Dampier and Knapton. By mistake it is dated A.D. 2707. It has become extremely rare.

where she remained till the 11th of September. The writer assigns no cause for so unusual a detention, nor could he, a mere servant, know much about it. From documents before us, it seems that the owners were not agreed upon several points of the outfit, but were unanimous in screwing the expedition down with the meanest parsimony, even to begrudging the men who were to conduce towards swelling their wealth, the beef and beer which they consumed in the mean time. Their first project was to equip two ships of equal burthen and force for the enterprise; and, accordingly, the Fame, a sister to the St. George, commanded by Captain Pullen, was duly fitted and victualled. While lying in the Downs, however, being unable to negotiate the terms to his satisfaction, the impatient skipper broke the engagement, and sailed on a cruise among the Canary Islands. This act is directly imputed by Funnell to a difference between the two Commanders. "I wonder at his impudence," exclaims Dampier, "for I was at London when Captain Pullen went away; and it is well known it was the owners, his and mine, could not agree, *to whom I appeal.*"

The desertion of Captain Pullen driving the owners to the hire of another vessel, the Cinque Ports galley, a much smaller cruiser than that originally contemplated, was selected, and Captain Dampier received directions to repair to Kinsale, and there wait her arrival. Hence the very injurious and expensive delay which followed, for the new consort had her whole equipment to undergo.

It may be asked why Kinsale should have been named as a port for the St. George, stored and provisioned as she was, to ride in,* in preference to sending her into the Thames, where she might have assisted in fitting the Cinque Ports? As no very cogent nautical reason is assignable, the only inference to be drawn is, that the Right Honourable Secretary was somewhat interested in getting the vessel into his own waters, since, before his squabbles with the corporation of that town, it was his object to be popular there. Indeed, he was one of those men who are inclined to "be lucky." By incessant petitioning, seasoned with sycophancy and bribery, he had become possessed of the lands at Kinsale, seized from Barry Oge, a declared traitor. He afterwards contrived to gain all the strands within the harbour, and built an extensive victualling storehouse for naval uses. That he supplied the necessary accommodation to the ships, appears from the correspondence which ensued, for the St. George had hardly brought up before Dampier wrote a letter to Southwell, under date of May 18th, 1703, in these terms:—"This day I waited on Mr. Souldin, who showed us a letter from you concerning me. I return you my humble and hearty thanks for the character you have been pleased to give of me. I can only keep a grateful remembrance of this and all other your former kindnesses till I have an opportunity to show that I am, and ever will be, your Honour's most humble servant. Mr. Souldin has recommended me to Mr. Kief, who will assist me, and I have pitched on your cellars to put my provisions in when I clean, and shall make what haste I can to be ready to sail." This letter, as well as the others in our possession, is in

* The term *riding* as applied to ships in *roads* has been sadly misunderstood by foreigners. We hear that a doer of English into French lately turned "a man-of-war was riding in safety at Spithead," into "*Un homme de guerre se promenait à cheval à son aise sur le chemin de Spithead!*"

Dampier's own autograph, which, from overhauling his journals, we have become familiar with, and his signature is always distinctly written, without a single dash or mark in paraph.

That the thriving family of the Southwells had more than a common interest in the success of this privateering adventure, is abundantly evident in many of the papers recently brought to light by Mr. Thorpe. Even the ladies partook of the hopes. By a letter of July 21st, 1705, Helena Southwell, afterwards Mrs. le Grand, in wonted vivacity of diction, writes to her brother, then Sir Edward:—" I believe I shall very soon have the manto and petticoat you promised, for I dreamed Captain Dampier was come home with a very good cargo. Pray observe what will follow." One of our documents is an acknowledgment of the loan from Edward Southwell, of a Spanish folio book of maps, drawn and coloured, describing all the coasts of the South Sea, to be restored on his return from the voyage, or, in case of his decease, to be demanded of the officers of the ship St. George, then under his command. This paper is dated London, January 23, 1702, and signed in presence of William Wogan, who appears to have been the Right Honorable Secretary's secretary.

We have seen that Dampier declares he was introduced to Keeffe by Mr. Souldin; yet, on the 3rd of June, Price and Collett, the managing proprietors, wrote to Mr. Southwell, at Dublin, in the following counting-house expressions:—

" The last letter we had from Captain Dampier seems to us so unreasonable in the demand he makes for no lesse than 450*l.* to be supplied him in Ireland, that its ready to give us a lesse opinion of ye man than we were even willing to entertain, for we are confident it must either proceed from great weakness of judgment, or (which we would least suspect) integrity. We have written him in answer as modestly as the matter would bear, considering that 'twas not fitt for us to pass over such a matter without remarque, least he should think of us for the future as people fitt to be imposed upon at any rate. But we hope, as you have the greatest influence upon him of any one, that you'll be pleased so fully to impress your sentiments upon him, as that he may have more care of his conduct for the future, and remain under the awe of his best friend's displeasure, if he should be wanting to quitt himself in this affair as a man of prudence and integrity; and that you'll particularly charge him with some more than ordinary dependence upon Mr. Morgan*, of whose assistance we believe he may have need upon many occasions. We think it also very strange that he should first make use of one Mr. Keeffe, before he had applied himself to Mr. Souldin, your agent, inasmuch as our dependance was upon you to give order for a supply as far as your quota amounts to, and that we should have nothing drawn upon us till it exceeds that value. We have sent the Captain's letter, as well as what we write to him and Mr. Morgan, open to you, praying you to give effectual instructions to your agent for the management of our business, which we have hitherto carried on with honour."

While the owners were thus grumbling, as owners are wont to do, Dampier was busily employed in careening and getting ready to start

* This Mr. Edward Morgan rejoiced in the appointments of purser and agent, the last office being intended as a check upon the Captain and officers, much in the manner of St. Jean Bon St. André upon Admiral Villaret. Such official spies must ever promote disaffection and discord. We are not surprised, therefore, to find this very man quarrelling, fighting, and mutinously breaking the arm-chests open.

the moment he should be joined by the Cinque Ports. This is proved by the terms of a letter written by him to Mr. Southwell on the 13th of June, a date which shows as much alacrity in performing the duties mentioned as could be expected in a privateer of the order treated of:

"I heartily congratulate your safe arrival in Ireland, and wish I may be so happy as to see you here; but as my charges will increase by our tarrying here, so I shall indeavour to gett myself ready to saile as soon as may be, to save expenses, which are daily growing upon us. I have already cleaned the ship, and got most of my provisions and stores aboard, and can be ready in four days' time, so that I shall afterwards only wait for Captain Perkins (*Pickering's*) arrivall.

"I understand by a letter of the 1st of June, from Mr. Collett, that he was ready then to fall down the river, and we may expect him here speedily. I wish he was here now. My bread and salt provisions that I must take in here are all ready. I have now above 100 men, and intend to have 120, for I can have them. Many of them are bare in clothes, and must be furnished here to make them serviceable abroad.

"I received a letter from Mr. Morgan this morning, and saw another from you to Mr. Souldin, wherein you take care for my credit,—here I humbly and heartily thank you for this and all your former favours to me. I hope the rest of the owners have taken measures accordingly also to answer all our charges here, which will be great, tho' I shall do nothing but what is absolutely necessary.

"I dined this day with Mr. Souldin, who is very kinde to me, as are also all the officers belonging to the Queen in this port, and have assisted me on all occasions. I shall always give you an account of our affairs."

The men of the desk, to whom the delay was owing, did not at all relish the amount of demurrage. On the 10th of July Mr. Price again addressed the Right Honourable Secretary upon the general state of the concern; and as his missive contains a kind of interior view of the outfit circumstances, it may amuse the reader.

"I am honoured with your's of the 30th past, and must say with you that I am no less surprised at ye extravagant amount from Kinsale. I expected 'twas necessary to clean the bottom of ye shipp there, but they tell me that such a management as this was never heard of; this shipp was grav'd and ready for a Spanish voyage some months before we bought her; however, we were advised to trim over her bottom againe y^t she might be completely fitted for this long voyage. After this had been done to the utmost of what was requisite, ye shipp being driven ashoar by a storme while she lay at Limehouse-hole, 'twas thought fit once more to bring her into dock, where she was new caulked all over, and everything done y^t could be thought wanting of carpenter's work,—notwithstanding all which it seems they have done the same over againe once more at Kinsale, and put us to above 50*l.* charge, where we cou'd not reasonably expect almost anything, because they were provided with all stores and necessaries to clean their shipp themselves, whenever they wanted it abroad.

"I observe also that they have spent in about five weeks' time above nine tonns of harbour beer, which is more than a hogshead every day, and everything else seems to be managed with the same sort of husbandry,—and I see ye Captain gives up ye conduct of these matters to others without exercising his own reason, and therefore I wish you would be pleased to take some notice of his improvidence, and enjoyn him to look better after things for the future.

"This loose kind of management at home and abro[illegible] to a summ so exceeding beyound our expectation fro[illegible] estimate, that I have had difficulty en[illegible] to raise money from time to time to

last time I brought him to his *ne plus ultra;* not in the least doubting but that what remained in your hands would have been enough to have discharged Ireland, that ye payment of what was now required would have made you as easie as you desired to be, till you cou'd better spare what shou'd remaine of your part; but as they have now run us out so far beyond our reach, I am full of concerne to think how we shall gett through it. I agree with you y^t what debts are contracted must be paid, and y^t we must not hazard our honour so as to let ye shipp be delay'd a day upon that accompt when Captain Pickering comes thither,—but as Mr. Estcourt is in ye country, and I know I cannot depend upon him for any part of it, and Mr. Collett will not advance a shilling more than his own part, nor engage himself in giving any creditt, I am not myselfe able to do it, having already strained myself to ye utmost; and as I have not money enough to lay down, I have not creditt enough among merchants to get bills or letters of creditt to be sent thither; so that there is an indispensable necessity for me to beg you to stand by us at this time, as you regard ye good proceeding or miscarriage of ye whole undertaking. I know well enough that your single word will command creditt enough there, and therefore I must depend upon your taking care as far as your part will amount to, which will now be about 340*l.* to 350*l.* Irish money,—and though I must pay about 70*l.* here for more powder, brandy, &c., yet if you will please to order your friend to draw upon me (at ye Buffl^o head) for fifty pounds more, I will make provision there for its being punctually pay'd, which is the utmost I can engage for; and accordingly I must desire you to let ye Captain and Mr. Morgan (who I depend upon to manage better) know their utmost extent, which if they exceed there will not be a shilling remaining to pay it.

"Captain Pickering is just upon the point of departing. We have hastened him all we cou'd, but we believe he has not been backward in his diligence, but has met with many disappointments, especially in ye getting of men. Assuring you of my utmost respects, and y^t if it had been in my power to have accommodated this business otherways, I shou'd have done it without giving you any care beyond your first intention; but the breaking of our measures is wholly to be attributed to ye mismanagement of those who shou'd have been more diligent in ye discharge of ye trust committed to them.

"I have got one word of comfort to impart to you in relation to our bargaine with Captain Pickering's owners. His shipp is most compleatly and plentifully provided, and ammounts to above 2800*l.*, tho' they are to come in but for one-third of what is taken between us; so you see that more skillfull people than we are may be out in their calculations for fitting out privateers.

"We have also had the good luck to meet with one Mr. Smallbornes*, who was severall yeares in ye South Seas with Captain Dampier, is his verry intimate ffriend, and seems to us a good sort of a man and fit for the purpose; and he goes over with Captain Pickering, recommended to ye Captain for his first Lieflenant in ye room of Mr. Huxford, whom we look upon to have been the chief occasion of all these extravagancys both at home and abroad."

Such was the growl of the money-maker to shake the purse-strings of a begudgeoned gentleman; and such were the comments of a 'longshorer upon the procedure of an able and active officer. The case is

* Smallbone was a thorough seaman, and to him Dampier attributes the saving of the Revenge when she broached-to, on her passage to the Canaries, in 1683. We have mentioned these two [illegible] the fore-shrouds to pay the ship off, but may here add, that Dampier [illegible] ites the whole merit to his intrepid companion. Huxford was

not an uncommon one, as all who have dabbled in sea affairs can testify; for, whatever individual exceptions there may be here and there, the race of ship-owners as a body are morally the same still. Laughing behind their desks at talent and bravery, as Johnson said, and shielded from loss by the notorious abuses of marine insurance, these callous skin-flints recklessly freight their cheap ships to any market, and insolently goad those whose misfortune it is to be under them. Leaving little to the judgment and practical experience of the commander, their mandates are peremptory, petulant, and often grossly ignorant; which, added to the dangerous meanness of supply, and the absence of acknowledged authority, have contributed largely to the depression of energy, and the decadence of the mercantile marine. Thus, in the instance before us, the St. George, as we shall see, was ticklishly old—a fact which may be also gathered in Price's statement of her repeated repairs, and it assuredly behoved her commander to look well to her. As to the hogshead of beer a-day, about which such a wailing is pealed forth, it was actually less than half the regular allowance in a man-of-war of a similar complement of men; and it should be recollected, that the time when this excessive consumption of not two quarts of "swipes" each *per diem* took place, was when all hands were hard at work in the laborious occupation of careening and breaming the ship.

Not, however, to dilate upon a digression, we will now produce a letter to the owners, which shows another side to the representation of Mr. Price. It was written by Dampier on the 13th of July, and countersigned by Morgan, the agent; and we think the proof it exhibits, that no part of the delay was owing to the conduct or inclination of the Commander, is decisive:—

"Our last was of ye 25th June. Since have not recieved ye favour of any yours. We have now to advise you that Esqre. Southwell has been aboard our shipp with severall other gentlemen that came with the Duke of Ormond here; he is mighty well satisfied to find we are so well manned and fitted, of which he assured us he would write you.

"We pressed him as much as possible to answere to Mr. Keeffe what he is in advance for us, but to little purpose, since he would not pay a farthing but 200*l.*, which he says is 50*l.* more than you desired; so we are oblidg'd this day to draw upon you at 21 days' sight, in favour of Mr. Keeffe for 200*l.* more, which makes 400*l.* sterling, all which, to a small matter, said Mr. Keeffe is actually in advance for us, as he shewed Mr. Southwell, and of which you shall speedily have the accompt. Therefore, as the whole concern depends of your speedy complyance herein, don't doubt but you will do it for y^r own interests; otherwise, not only we shall be stopt, but will be oblidg'd to live upon our stores (since none will trust us),—loose all our men, and ruine ye voyage, which really wou'd be a great pitty, seeing we have a parcell of as able hearty people as ever went aboard a ship.

"My Lord Duke viewed us as he was coming from ye ffort, gave us a huzza, mightily commended our men, and how well and regular we fired in saluting him; all which we don't doubt but Mr. Southwell will advise you of, and that he is satisfied there has been nothing done nor expended but what was verry necessary. Captain Pickering is not yet arrived. Wee expect him with a great deal of impatience, since lying here is so verry chargeable; besides you know that idleness is the root of all evill, especially amongst seamen,—therefore its verry much for your interests to hasten him away.

"We have paid ye severall summs [illegible] red, for which we

sent him in our last ye receipts, only that of William Stills for 2*l.* 3*s.*, and John Somers for 20*s.*, which you shou'd receive by this only saveing of postaidge, Mr. Southwell being gone with ye Duke of Ormond for Limerick, so will not be in Dublin, whereby to forward our letters, these ten days to come.

"The Doctor assures you all of his humble respects and thanks for y 5*l.* you ordered him; he is now verry hearty for ye voyage, and says will not quitt ye shipp as long as she swims till returne. Wee have bought him the recruits for his chest, which amounts to near 21*l.*

"We drank to all your good healths severall times here, and aboard with Mr. Southwell, who is mighty well satisfied with Mr. Keeffe's readiness to serve us, and pleased with what has been done, as much as if Mr. Souldin had acted; nay somewhat more, since we assure you he's the only man here that cou'd do it to our advantage."

To the seaman the situation of Dampier will be evident enough, and among blue-jackets his statement will not only excite attention, but also command approbation. Cato's rule—*contra verbosum noli contendere*—is very applicable in arguments between ship-masters and well-underwritten owners; to enter the lists with whom, is to syllogize with the sea in a squall. It was all in the way of business that the thorough-paced quill-drivers whom our navigator had to deal with attempted by incessant carping, both direct and by cross-firing, to drive him to support his company, and furnish his ship with necessaries, on the meanest terms. To screw down their expenses, they lamed their own project, and by ill-timed parsimony risked its eventual profits. They had diminished Dampier's force, and consequently his means of action, by substituting a vessel of 90 tons as a consort, in lieu of one of 300; the funds absolutely required were most reluctantly advanced; his personal accommodations were conferred in a manner which made him "suck his honey from a thorn;" and, in the grievances which they chose to conjure up, they evidently wished to cast the onus of all the demurrage expenses upon his shoulders, although his impatience to be off is so conspicuous. Even Wogan took up the clue, and said that Southwell's co-proprietors in the scheme "still continued averse to paying any more money, for they have conceived so ill an opinion of Captain Dampier's conduct and management, that they begin to despair of the voyage, and give over for lost what they have already laid out."

Meanwhile Dampier, who was always too noble-minded to make money the chief consideration, was under the necessity of arranging his own limited portion of the speculation, since he saw little to hope from the tender mercies of his fellow-sharers, in case of reverse. In the letter which he addressed to Mr. Southwell on the occasion, dated August 3rd, we find the confirmation, under his own hand, of his having obtained a place in the Customs:—

"This day I saw your letter to Mr. Morgan of the 31st ultimo, wherein you advise that for the carrying on of ye voyage it would be expedient for me to send an instrument, signed by me, for disposing of the 200*l.* left in your hands for the use of my wife, which I have accordingly done, and leave it to your management either to gett me for it a proportionable share of the ship, or a dividend of what may be got in ye voyage. I have not yet written to my wife about it, but shall next post, and I know it will not please her; however, seeing it must be so, I don't question but she will be satisfied till my return with the salary at the Custom-House, which I hope you will stand her friend to gett for her in my absence.

"I leave your honour to write to the owners about the 200*l.* that you have engaged a part of the ship for so much till they repay it again, which, for my wife's satisfaction, I had rather remain in your hands than in a part of the ship, but was I single, the contrary. So good an opinion I have of the voyage, which I shall zealously prosecute to my utmost endeavour, maugre all the reflections are cast on me by some at home. Per next your honour shall have an account of what I propose in the intended voyage."

The "next" is not among the documents in our portfolio, and its absence is the more to be regretted, since it would most effectually and undeniably settle the point asserted by Funnell, and contradicted by Dampier, that the proposal of the latter to his owners was, to sail into the Rio de la Plata, and there seize upon two or three Spanish galleons. "I desire to know of this gentleman, when it was that I gave this account, and to whom," is the indignant comment of the Captain.

The letter to Mr. Southwell was accompanied by an annulment of that clause in his will bequeathing the above 200*l.*, in case of his death, to his wife. This document is regularly drawn up, witnessed and executed with a small seal, bearing W. D., with a wavy branch, "fretted and nowed" as the heralds say, between the letters. The following is a copy of it:—

"I, William Dampier, Commander of the ship St. George, doe hereby acknowledge that by will, bearing date the of , 1703, I did bequeath unto my wife, Judith Dampier, in the management of Edward Southwell, Esqre., the summe of two hundred pounds, to be disposed of as he the said Esqre. Southwell thought most fitt for my said wife's use. But whereas my affaires are such that occasions my disposeing of said summe of two hundred pounds otherwise, I doe hereby anul any thing in my said will touching the said summe, having given my orders, bearing date with these presents, to the said Esqre. Southwell, for the disposall of the same otherwise. As witness my hand and seal this 3rd of August, 1703.

"WM. DAMPIER (L. S.)

"Sealed and delivered in the presence of
"Mat. Haughton.
"Edward Morgan."

As the delay lengthened, so the discontent of the managing owners increased, until the annoyance of Dampier was moderated by the junction of the Cinque Ports, and the consequent getting ready for blue-waters. Altercations had, however, advanced to such a pitch, that, as there was some apprehension whether those gentlemen would honour the final settlement of the reckoning for Kinsale, the Captain, only two days before he departed, drew up a bill of sale upon the ship, to make good the payment of a bill of 285*l.*, to which he procured Morgan's hand and seal. By this document, which is now before us, he assigns to Arthur Keeffe "one full 16th part of the said ship St. George, and one full 16th part of the said ship's masts, sails, sail-yards, anchors, cables, ropes, rigging, tackle, apparell, guns, arms, ammunition, boats, oars, goods, wares, merchandizes, provisions, victualls, stores, and one 16th part of all other ye appendances and appurtenances whatsoever to the said ship belonging, or in any wise appertaining, to have and to hold, all and singular." "Provided allways, and on condition nevertheless following, viz., y^t if the aforesaid sum of 285*l.* sterling be duly paid and satisfied unto the said Arthur Keeffe, or his order, according to ye tenour, true intent, and meaning of the aforesaid bill of exchange,

that then this present deed or instrument, and everything therein contained, to be absolutely void and of no effect."

The disagreeable part of this, and of every similar outfit, being thus brought to a close, the holds completed with water and stores, and the crews apparently animated in the cause, the privateers quitted their moorings on the 11th of September, and stood out to sea. It is true that the St. George had been several months at anchor, but from the diatribes above mentioned there was not much danger of her grounding upon the fresh beef-bones thrown out of her ports; the fore-mast men would therefore be glad on finding themselves in the breeze. The officers also, generally, would partake in the feeling; but Dampier must have enjoyed the emancipation in a still more supreme degree. Released from the captiousness of owners, and the importunities of dealers, and with the aspirations of his enterprise warming upon him, it must have been with real delight that he

> ——————— "Beheld the threaden sails,
> Borne with the invisible and creeping wind,
> Draw the huge bottoms through the furrow'd sea,
> Breasting the lofty surge."

As no other authentic account has appeared, we must now refer to the narrative published by Funnell; but our course will be corrected by allowances drawn from the "Vindication," and gathered by keeping the weather-eye open. He attempts the style and manner of his Captain, but it is the mongrel *ape*-ing the mastiff. Dampier intended to bestow a copious notice upon this intrusive work, as he tells us the sheet which he sent forth was to detect the scribbler's misstatements "in little, until he shall be examined more at large;" and it concludes with—"More shall be said to Mr. Funnell hereafter, when his whole book is more seriously considered." This intention was frustrated by the necessity of making arrangements for the voyage which he was about to proceed upon, under Captain Woodes Rogers; whence it is probable that the owners and Knapton, as well as the perpetrator of the book, escaped a literary gibbetting—for Dampier was not a man likely to be scared from distinctly avowing honest sentiments, by the fear of sarcasms and insinuations at once malicious and contemptible.

Having touched at Madeira, the privateers stood for the Cape de Verde Islands, and on the 7th of October, anchored at Port Praya, in St. Jago. "And here being some disagreement," says Funnell, "between our Captain and First-Lieutenant, our Captain turned him ashore with his chest and clothes, and servant, much against both their wills, at 12 at night."

To this positive allegation Dampier replies—"There was no such thing; for it was Mr. Morgan, Purser and Agent, that disagreed with Lieutenant Huxford, *went ashore, and fought;* upon which a Portuguese officer, a sort of corrigidor, confin'd Mr. Huxford; and a day or two afterwards, he himself sent for his chest and cloathes, which was delivered. But the day before I sailed, I sent for him aboard, and his chest and cloathes actually came, so that I had no manner of aversion to him; but Mr. Morgan swore, if Mr. Huxford sailed with us, he would not go the voyage."

After tarrying a week at Port Praya, the ships sailed for the coast of

Brazil, and on the 19th of November anchored at St. Ann's, from whence they moved to Isla Grande, in order to procure wood and water. Here Captain Pickering died, and was buried with respectful ceremony at the watering-place; being succeeded in the command of the Cinque Ports by Thomas Stradling, his Lieutenant.

Another unfortunate altercation now broke out, in which Morgan was again principally concerned, when James Barnaby, the new First-Lieutenant, and eight seamen, took to the beach. Funnell assures us that this violent step was owing to their "falling out with the Captain." But what says the Captain?—"To the contrary of this I answer: I take God to witness I never disagreed with him."

It must be remembered, that Dampier's vindication was openly published to the world in the same year with the intrusive book, and that he appeals to living witnesses for the truth of his assertions. Some, however, who more liberally than discerningly assume one man's assurance to be as good as another's, might, in the absence of reply, think the evidence of equal weight. This is very far from being the case; for while the veracity of Dampier has never been questioned, even by his enemies, there is internal evidence that the descriptions in general of his cuckoo can be trusted only with extreme caution, and that some of them are absolutely false. The ignorance of Funnell leads him into some glaring mistakes; and though, by his frequently talking of "my latitudes," and longitudes "by my reckoning," he would fain pass muster as an *artist*, it is evident, on examination, that he mounts equal quantities of quackery and falsity. We look over his directly stating, that the ships were expressly bound to Buenos Ayres to pick up galleons to the value of 600,000*l.*, and then departing from Isla Grande, "not intending to touch anywhere" till they arrived at Juan Fernandez, without his dropping a word of comment or explanation—his blunder between the east and west sides of Terra del Fuego—his making the coast of Peru in lat. 24° 53′ S., and then standing to the *northward* to Copiapo in 27° 10′ S., but which to suit his word and action he thought was in 21°—his queer Ceawan, a huge cork-screw-built fish with five or six complete round turns in its body—and of several other staggerers: we prefer convicting him upon a count on which there can be no mistake as to his contempt for truth.

This marine cuckoo, who impudently attempted Dampier's nest, tells us that, on December the 29th, the ships made the islands of *Sibbil de Wards*, and that he saw them, three in number, "betimes in the morning." These same islands were sad stumbling-blocks to Cowley, as we have shown; but on the present occasion they are still worse to the narrator—for, in fact, they were not seen at all in the voyage of the St. George, and the gross falsehood was advanced for the purpose of introducing a string of pretended observations, and claiming from them the merit of having corrected his benefactor's geographical positions!

"Mr. Funnell, to settle my mistakes," observes Dampier, "says he saw the Cibald d'Wards. But everybody knows it is a great mistake to be positive in seeing that he never saw." Added to the shamelessness of the assertion, the would-be corrector has here afforded a notable instance of the bungling ignorance of his pretensions, for in cooking his longitude so as to drop within a handful of miles of his master's place, he quite forgot the circumstance that Dampier had assumed his

departure from the Lizard, and that, consequently, no less than 5° 11′ ought to have been added to make a difference of meridian for London. From this awkward oversight he kept rather more to the eastward than he intended, as may be seen by the following comparison :—

Dampier in 1683 . . .	Lat. 51° 25′ S. Lon. 61° 39′ W.	Perhaps near Port Egmont.
Funnell in 1703 . . .	Lat. 51° 35′ S. Lon. 51° 37′ W.	Cape Flyaway?
Requisite Tables, 1821 .	Lat. 51° 21·5′ S. Lon. 60° 01′ W.	Port Egmont.

It must be admitted that the voyage was rife of quarrel and dispute to an extraordinary degree, much of which, as we have suggested, may be imputed to the shameful principle of "no purchase, no pay," by which the crew were not entitled to wages, and much to the irritation resulting from successive dissensions. There is, moreover, proof enough before us to show that most of the officers and men were turbulent, untractable, and badly disposed; possessing, in fact, all the vices of Buccaneers without their hardy courage and experience. Whilst the vessels lay at Juan Fernandez, the spirit of disaffection extended to the Cinque Ports; Stradling and his company wrangled, and forty-two of his men went on shore, where they disobediently remained two days, when by the interposition of Dampier they were prevailed upon to return to their duty.

Scarcely was this reconciliation effected, when a strange sail hove in sight of Cumberland Bay, to which both ships gave chase. She proved to be a French cruizer of about 400 tons burden, and thirty guns, on discovering which Dampier confesses he would have willingly desisted from further pursuit, agreeably to the practice of privateers of opposite nations. As the men, however, urged him to attack, he complied; and after a running fight, in which both ships suffered considerably, they parted. In this sport the Cinque Ports did not exhibit any over-zealous alacrity, as she quickly fell astern and returned to the scratch no more; nor did the men of the St. George smell their first powder with much promise.

Funnell declares they were eager to recommence the action; but here is Dampier's representation, and his view is borne out by succeeding events:—"We fetched upon her so fast, that making of her to hull, I found she was an European ship, and not a Spaniard; upon which I was not willing to pursue her any farther; but the men being (as they pretended) in a desire of engagement, *right or wrong*, I followed her, and next morning early we came up with her; and when I saw nothing would disengage them from an insignificant attempt, I encouraged them all I could. By this time my consort had given her a broadside; so I ranged up on her other side, and gave her a broadside likewise. Now to show the confusion they *(his own men)* were in, they fired upon our own consort in his falling astern, and hindered his help. Notwithstanding this, I came up again and exchanged three or four broadsides with her, wherein ten of my men suffered, nine killed and one wounded; which dismayed my men so much, they actually run down off the deck, and made nothing of it afterwards; so that when I could have boarded her and carried her, the mate, Cleppington by name, cry'd, The men are all gone; and Bellhash, the Master, whose office it was to be

always on deck, was gone also; tho' this gentleman is now a valiant talker to my detriment."

This is a plain statement of the skirmish which Funnell describes as "fought very close, broadside and broadside, for seven hours," and in which he says nine men were killed, and *several* wounded.

This was, in all respects, a most unlucky occurrence, since, besides the loss by casualty, a necessary consequence of the unsuccessful encounter would be, the announcement of the arrival of a pair of English privateers in the South Sea. Since it was so, they trimmed sails and again stood for Juan Fernandez, where, in the hurry of slipping to chase, besides their anchors, cables, and boats in the road, they had left on shore many of their water-casks, sails, and other stores, and six men of the Cinque Ports galley. They regained sight of that noted resort of Buccaneers on the 3rd of March, 1704, and shortly afterwards descried two large ships, which were soon made out to be French, and necessary for them to avoid. The strangers got near enough to the Cinque Ports to fire several shot at her; but by the aid of sweeps she crawled off. Dampier did not consider his force, crippled as it was by the late brush, a match for the enemy, whose ships appeared to carry thirty-six guns each; therefore, without boats, and leaving behind them men, ground-tackle, and stores, they stood from the island, and made sail for the coast of Peru.

A GLANCE AT THE MORAL AND MATERIAL STATE OF OUR NAVY AT THIS MOMENT.

It may be presumed how extremely imperfect any short notice of the actual state of our Navy must necessarily be, written, as it is, in haste, on the ever-shifting sands of passing things, and changes most nautically changeable. No two practical naval officers just returned from Portsmouth, or from serving in the Mediterranean squadron, would exactly agree as to the physical efficiency of it. As to its moral strength, were the three Clubs, Senior and Junior United Service, and the Naval one of Bond-street, to send deputations of their old sea-dogs to draw up a "resolution," as the most strenuous effort of their united wisdom, waiting to be unanimous, and each perfectly convinced, their united lives would most assuredly be closed on the task! Like all other inquiries on which committees sit incessant, filling folios of the *Times*, the immense difficulty lies in the details and in the multitude of exceptions to the general features, to say nothing of vague and conflicting opinions. We can only glance at those general features, perhaps as superficial as they are salient; but they would seem to indicate something of the truth in the more imperceptible workings—shut up at the Admiralty, and in dockyards, and in contractors' desks.

Before we forget it, we will point at once to one [illegible] tures in the letter of the Honourable Captain Rous, of [illegible] oving that he was not allowed to trim his own ship. [illegible] pped seas, and would not sail in the trim insisted o[illegible] -but still they would insist on it! No[illegible] ac-

tical. We wanted science in our dockyards (as we still want economy, industry, and more method), but beyond launching the hull exact science can do nothing! Not all our knowledge, all our experience, can say why ships have and do sail better with smaller spars than their measured ones, and with the upper works sawn asunder so as to loosen the frame, as has been often the case, and still will be occasionally; or why the trim of one year or cruize will not always answer the next. All this we know wants trial—long and patient experience—which must not (short of conceited madness) be interfered with by stationary authorities on shore, not even by the builder himself!

This one fact would seem to point to a new era in our naval history—a turn to dreadence if the requisite science in the building our ships is not allowed to harmonize with simple and practical experience—out of which, indeed, it has grown, and by which it must be strengthened and confirmed; indeed, it often happens that theory and practice are at variance. If by science and theory a ship is built to sail on an even keel, but being afloat it is found she wants coming down two feet by the stern—no matter what is proved by her scientific lines, down she must and should come by the stern. In the meantime, the builder may learn something, and possibly correct the error (somewhere) in his next vessel.

This trifling (comparatively trifling) occurrence connected with the Pique frigate is only at all mentioned to show how the wind sits, as we throw up a straw; but it is too true that from the days of Nelson and Collingwood (*vide* their letters afloat!) there is a haughty, injudicious, thwarting interference with the floating Service anything but harmonious—anything but wise. To concentrate our energies, to direct their application, to leave no abuse or ill use of them unchanged or unredressed, seems the proper power of a superior Board; but the wisdom of that very Board—indeed, their every command—should alone emanate from the wants and wishes of their practical men afloat. This is the simple question; which is not a bit more acted on, we fear, than it has been.

There is hardly any old sailor that is not perfectly aware that all our naval good sense and energy, where it has been most conspicuous, has not taken its rise, or even met with its proper encouragement, from the fountain head! A strange anomaly in a little island like ours!

The time has gone by when we are to be simpered over and silenced by clap-traps—the hackneyed nonsense about Jack's devotion and his excellence (in the abstract) is worn out; poor "Jack" scarcely now exists! To see the theatrical exaggeration of our most worthy and useful character, it is all very well to send our children to see T. P. Cooke; nay, even this broad farce grows tiresome; ours is an age of fact, of reason; things must be tangible; words, nay, even bright and happy ideas, and ideal personages are at the lowest ebb of neap-tide; in our Service, particularly, we have been too much amused (and abused) by fine words. It is high time "our house were put to rights;" that our wooden walls were made to take up less space in Mr. Murray's Blue Book, and more at their moorings—at least, all that part of them with sails bent and top-gallant-yards across! while the covered-over and white-painted reserve[illegible] [illegible]essened in quantity, as should every

part, animate or wooden, that hangs as a dead weight on the resources of our country.

It is quite impossible our Navy can be what we have a right to expect, both as a maritime nation, and commensurate with the yearly Naval Estimates actually paid, while the *primum mobile* remains unconnected with its *esprit du corps*, and essentially ignorant of its details and resources. We do not say this with the least disrespect of the present First Lord—who, as a peer of the realm, is most respectable, and possibly as knowing in ships as any other gentleman who knows little or nothing about the matter.

It is not enough that a man may have taken a passage to India and back again, and freed himself from sea sickness—or that once a year he may be bowed through two or three of our ships and dockyards, both being put in momentary and holiday order for his *non*-inspection. Human nature is everywhere and in all services the same—nothing is seen or talked of—nothing amended at such moments; on the contrary, evils, if any, are confirmed, on the plea, very often, that they have been seen (and approved!); indeed, no naval man can or should trust to such visits, they are wholly trifling and illusive, if they mean anything. A First Lord will hardly find fault with the Rear-Admiral Superintendent, who may be borne harmless in turn, from the little power given him to do or undo anything whatever in the details of almost everything within the walls of his dock-yard. This by the way. No, it is not enough, he must himself be a sailor. We most confidently urge that no man is fit for the situation of First Lord of the Admiralty who has not been brought up to the sea, and been imbued with that *esprit du corps*, without which even some knowledge of a thing is not sufficient. Much more is wanted for the harmonious and vigorous working of such a vast and complicated machine, taking its rise in our oak forests, fashioned in our yards, animated by our humblest and most remote population, whose force should be directed, above all, by the most intimate knowledge of its peculiar properties.

We know that some few naval men have (perhaps do) absurdly say that anybody does for a First Lord—that the Navy worked as well under Mr. Yorke as Lord St. Vincent (may be better)—as well under Lord Auckland as Sir George Cockburn (without the official responsibility)—and so of this year of 1837, let us hope things work with more congruity under Lord Minto (who one presumes is a good deal guided by the Admiral, his brother,) than they did under Sir James Graham, not forgetting that the latter did some little good in a very cross-grained (cross purposes) department, by doing away with it altogether. But because all these people have done more or less harm than each other, or more or less good, what has it to do with the great question of whether a man should thoroughly understand what he is about or not? Not one Admiral in ten might be fit for a First Lord, but infinitely more fit than one Lord in ten, not Admirals, or knowing anything of ships and the sea. We contend that almost all the grand essentials of the Navy hinge on the First Lord; the efficient man[illegible] hips, the choice of Captains and Admirals, the goodness of [illegible]n-ner of victualling the fleet, the goodness of the stor[illegible]he great scale of the quantities and qualities of everythi[illegible]r

supply of timber and iron-work for the yards, its price and quality, the capacities of builders, the general economy of our dockyards and the labour in them (to be efficient), the care of new stores, and the careful conversion of the old (where everything so soon decays and is *wasted* if not at once converted to other purposes), a knowledge too of general qualities and proper appearance of ships afloat, their peculiar properties known through their commanders; but to make all this tell and be felt through the fleet, a man must *understand* it himself besides, so as to apply a general rule and the best to everything susceptible of it. Is this done? Was it ever done? No; at the very moments when our fleets were victorious at the Nile, Camperdown, and Trafalgar, all this was in a most admired confusion of deficiency and incongruity; and yet we conquered; and yet the fleet was in high order, as far as the moral energies of the most determined men could carry it. But how much had the fleets and individual ships to complain of bad or scanty stores; and not being manned as they ought to be; the coarse and bad quality of the biscuit and salt beef supplied; of the cordage—indeed, there was not a thing that should not have been better, considering the prices paid the contractors. Whose business was this? It may too be said, with all our reformations, there wants a very great reform in our departments of naval supplies up to this day, no matter what a man takes up and examines, and asks the simple question—"Pray at what rate does Government pay for this?" and then look about and see the ordinary market price of the same things to private individuals—that is, if anything so coarse and ordinary is to be found at all saleable.

We allude to clothing, arms, and certain furniture appertaining to ships. There may be a change for the better in the beer, or rather rum, sent on board for the men, as there is in the biscuit, which during the war was very often not eatable in a very short time after it had been sent afloat. These are but a very few of innumerable things that require a more close supervision; nor will it do to trust to the good faith of any man or set of men who may have the least interest in supplying the fleet with things of an inferior quality. In this, as in everything connected with our Service, each separate department not only requires the most honest and disinterested control of some high nominal director, but the most lynx-eyed attention of the Admiralty itself; most particularly all contracts, which if not renewed at short intervals are sure to sink into a confirmed abuse of some sort, out of which it is in vain to expect the political head of the Service for the time being to help us; there are so many unfortunately bound up with the details, interested in keeping the most abominable abuses of this sort in *statu quo*. A great part of this evil arises out of giving the direction of such things to irresponsible people, who in their turn are not kept in check, and who, often from inexplicable causes, care very little about the doings of those charged with the details beneath them.

It is of little consequence in what this want of responsibility and vigilance and honesty (in a certain sense) consists. Many things not worth mentioning as too trifling in the great establishments of Deptford, Portsmouth, or Plymouth, are often the cause of serious mischief and annoyance on foreign stations as well as on our own. The odium of either general or particul[illegible]'s avoided by Captains and their officers

as much as possible; since it is always a reproach to those in power at the fountain head, for suffering it to exist at all. We all know that letters of complaint from abroad to the Admiralty of our greatest (departed) heroes, seldom or never produced any redress either in sending them more men or more ships, or better ships or better stores; it generally ended in their being—superseded! It is not that we find fault with men in power, so much as the loose manner everything belonging to our fleet is left to be dealt with: a council without influence, hardly a voice—a head without knowledge (of the right sort) and without experience, often without the least interest or energy; and all this impatient of or deaf to the wishes and requests (if they venture to make them) of the only men capable of thoroughly understanding their business, and whose very existence depends but too often on their suggestions being followed up—that is, the commanders of our ships afloat. There is certainly, in all the various incongruities of our rule, no anomaly so glaring as the manner our Navy is ruled.

It is impossible, perhaps, to point out any individual particularly to blame; but it is equally impossible not to see and be most thoroughly convinced it is so. It is the system that is to blame. To say we have done well enough and conquered under it, is only saying that the energy and courage of our officers and men afloat surmounted all disadvantages; not that they were at all content, or thought many things that affected them might not easily have been better. Two-and-twenty years of peace, and what is called a peace-establishment, has made a fearful alteration in the hulls and general *matériel* of our once-proud Navy: most of our warlike armament are now hulks, with difficulty kept on the face of the waters, in the shape of prison-ships, chapels, guardos, convict-ships, hospitals, &c., never more to bear the proud pendant and cut through the blue waters; all this was to be expected—the only thing to be done is to economise and prolong their usefulness in this humble way. Mean time many more fine hulls, just launched twenty years ago, and doomed to be mere floating tenements for warrant-officers, are fast approaching the same decayed state; they still indeed look imposing in our harbours, more so still on paper; but we may be assured that, in the event of a war, it will be better to build new than patch up the old—even the few that will be worth the expense and trouble. Fleets, from their very nature, must be quickly constructed, as they quickly perish. The expense to a nation of nursing at the water's edge of a parcel of old ships even for twenty years, would, with judicious management, build a better fleet. The monstrous outlay squandered in patching up old ships is a little too notorious, let us hope, to be persevered in. Infinitely more sensible to sell them as firewood. Their disappearance from their moorings need give none of us any sort of concern.

Ships, like most other material concerns in the various forces of a state, are strictly a matter of pounds, shillings, and pence—so much money will always, now-a-days, produce so many ships in the market—nay, by a little timely manœuvring, I know not whether we might not induce our very enemies to build them for us at a very great saving to the nation. It is not then a matter of the le[illegible]ss that we have fewer ships than we had, or that our so [illegible] Tagus, in the

Mediterranean, West and East Indies, are not numerically strong. The essential thing is to have our ships afloat of the best sort, thoroughly appointed, and well manned. Of the first essentials, some are, some are not; of the second, so-so; of the third, we may fairly say, they are not! Whether we look on one side of us to the Americans, or on the other to the French (leaving out of the question those certain Bears, who have shown a disposition to bully us of late, and whom we have very foolishly nursed into nautical knowingness and consequence)—in short, look at it whichever way we will, even in the common working of a frigate or seventy-four, we are not properly manned; all our practical officers know it, and yet year after year the same paucity of scale continues, and the same difficulty occurs in even getting that scanty complement of men, whenever a ship is to be sent to sea. Why is this?

It is that there is so little real encouragement: sailors are not paid so well as they should be. An immense naval charge of officers, however we may growl at being miserably paid (which is true enough) is immeasurably disproportioned to the sum voted yearly for the seamen of the Royal Navy, and might almost make us blush, taking into consideration our comparative inutility. These are the real sinews that want strengthening. We may go on at public dinners, making speeches complimentary to working sailors; but these nothings in the abstract are addressed to the mere shadows of what we were: sailors and sailormen in our men-of-war, in our merchant-service, in our colliers, and along shore in our fisheries, are not sufficiently the care and concern of our Government—they are not particularly cared for or encouraged in any way that we are aware of; and when we want men to join our men-of-war the pay offered them is hardly calculated to induce the most destitute to enter.

It would be well if those in power would let experience teach them, and just condescend to open their eyes on the most eloquent facts staring them in the face—if not at Whitehall, at least in our docks below the Tower, and at our seaports. We know that writing about it will induce little attention, less alteration; but it is a thousand pities they will not put themselves more in the way of judging for themselves, since advice or comment is at all times so extremely unpalatable. One would think the junior Naval Lords of the Admiralty are perfectly aware that our sailors are not well enough paid, and that sailors' concerns—officers or men—in general are too much kept in the background; and yet we do not hear of any counsel pressed on their Chief for the bettering of their condition. Office seems to have a kind of lethargic, apathetical influence on the unhappy being who staggers under its weighty dignity: if 1000*l.* a-year so benumbs one set of men, how indolent and sleepy must a First Lord grow under 3000*l.*!

Had this idea occurred to us when we first sat down it would have saved us much trouble—as it is, we will hasten to quit the physical part of our Naval Establishment, fervently hoping that our ships, though few, may be better manned and better paid. That no more ships may be laid down till we want them (not left half-finished to be pulverised by the dry-rot.) That no more wood will be hauled into our yards to lie heaped up to rot in turn beyond what is seriously intended to be at once worked up: not even to build experimental vessels—of which class we

have already enough—either afloat or on the stocks; and with all due deference to Captain Sir W. Symonds, it will be better to work those already built, lying up Hamoaze, Portsmouth harbour, and in the Medway, particularly just now, while a state of peace may hide their deficiencies—as to size and sailing. A greater economy in this way will leave money enough for more sailors and better pay, without the least necessity for Mr. Wood's getting up in the House to ask for a few thousands more for that purpose. Ten thousand things press upon the memory, all wanting the grasp of some master-mind to set to rights; but here there is neither time nor space. Turn we to the moral features of our Naval Service, which may be, must be, all comprised under the heads of old and young officers, and the public opinion, still faintly alive after two-and-twenty years' peaceful slumber.

The officers, old in years—old in service—and who fought through, at least, all the last war, may be said to be fairly laid on the shelf. They were the soul (and body too) of the Navy of Great Britain in 1815; but it is hard to struggle against that silent creeping enemy—*time:* two-and-twenty years have imperceptibly thinned their numbers and blanched their heads.

Those vigorous fellows, whether Captains, Luffs, or Mids, who made a play and pastime of any trying effort or service—buoyant with animal spirits (how essential to our lives!)—forming, in a word, the animating soul of the then fleet at home and abroad—are now hidden and sheltered by the obscurity of their humble dwellings, over the face of the land—unknown, unheard of! Do some few aspiring spirits, yet strangers to the creeping ailments and weakness of advanced age (only iron-gray, and fancying themselves not quite done for!) still tread a quarter-deck or superintend the coast or dockyards—how few are they, and how insignificant in the active scale of the *young force*, shot up into life and place, and power, as it were by magic—"to push them from their stools!" Do some few still appear about town, at their clubs, or up and down Regent-street, or in the parks—by some good luck, in their own carriages—yet, how age-begone, how feeble,—what nothings to what they were! and none so (knowing) as to do them reverence. They are sunk in the great mass, and are still sinking—to their graves. It is not that all this is not very natural, and of course—

> "That when the brains are out
> A man should die."

But this death is the moral death in life, which we still linger on to be witnesses to. The public—England!—has forgotten its old Navy, and knows nothing of its new! This is the state of things in 1837: our last link of our olden time was broken in June, when our sailor King, God bless him! left us, full of years; and as our King, at least, he had "bought golden opinions." This great moral link snapt the chain, has made it weaker still—a very rope of sand—confounded with the dreary shores of down-hill life.

The thin sprinkling of congenial old souls scattered in our squadrons, are indeed still winked at, as the "Old 'uns." The "Governors!" "We must touch our hats to 'em!" But—

It would be unwise, perhaps untrue, to think there is not a blending of the old and new youngsters on our quarter-decks, (or not born!) who

have been brought up in our ways. The tenth transmission of—"Fore top a-hoy!" does, with some little new school variation, just what we did. There is not much to be regretted by the country (if it could at all be made sensible of it) in the gradual change of old for new faces—of the old for the *quasi* new school of doing duty—it is more quiet a shade—rather more lazy and gentlemanly, possibly—and Jack has lost his tail—for ever. Whether it had a moral force, beyond the hairs, is to be proved in future wars—in some fresh tug, which so sure as it will come, so sure will recreate that moral force, which for the present may be said to be forgotten into a non-existence. At home there is no Navy apparent, her small squadrons being more known on other shores. It is a rare thing to see one at Spithead, or within the Breakwater: few people see the sign of a man-of-war in the River, and nobody goes to Chatham. Here and there, scattered far and wide, is created the moral effect of a young epaulette along shore—more of those obscure individuals of a Coast Guard, than of the prouder sort afloat. But whether England's children now and then see such things in sea-port High-streets, or at a sea-port ball, still their moral force has sunk to the lowest point of the most exact calculation, of their families and fortunes. There is in this too much virtue in a name. The cloth, the ships, are as nothing, from any moral hold they have kept on youthful minds. Young England and her young Queen have indeed heard and read of England's Navy! But they know that England's brightest ornaments sleep with their forefathers—those who shared that glory and still linger on in the infirmity of old age, are too glad to be quiet and retired from the gaze of ever-insolent, though pitying youth!

A few (how very few!) revered names still lend a grace to their high command; but their moral influence throws around its flickering light,—"how far that little candle throws its feeble rays." The common sun of vulgar youth o'erpowers all, and puts us fairly out. Those among us with good constitutions may yet struggle on—smile on, and welcome, hat in hand, as we have, our virgin Queen, even under the triumphal arch of the dear old Long Walk on her entry into Windsor—to the proud Castle of her ancestors. There, confounded in the country crowd, may we still feel a pure loyalty and shout "God save the Queen!" We have not yet outlived this joyous enthusiasm; catching, from the many, swelled in hearty sincerity from the host of generous and stirring thoughts connected with her youth, her innocence, her goodness: she must be good, and kind, and gentle. May those about her foster in her young mind a love of the wooden walls of her island! Her solicitude, her strong opinion, will be to England's fleet of a moral force beyond all calculation. We shall all, old and young, feel it like electricity, as a universal bond: at Court it will reward the old who still may buckle on their harness, to kiss her hand: to those who have attained to all they have aspired, and feel the nothingness of all worldly distinctions, all worldly aspirations, 'twill soften their disappointment and infirmities: to the young and confident, with high hearts and high hopes (undreaming of the fallacy, as yet), 'twill lend a double vigour to their arms. In this, as in all else to come, hope as we will ("it springs eternal in the human breast"), we can but add—"*Nous verrons.*"

HISTORIC SKETCH OF THE FRENCH ARMY.

As a fit, and at the same time, we trust, a welcome sequel to the paper in a former Number on the state of the French Navy, we now proceed to lay before our readers a few particulars respecting the military forces of the same country, from an early period to the present time, not doubting but they will be perused with interest; and regretting only that, from the great dearth of materials on the subject, we have been unable to render them more diffuse.

The earliest record which we possess of the existence of permanent and regularly paid troops in France, is that of the fifteen ordinance companies of men-at-arms, (the foundation of the present gend'armerie), of a hundred lances, each man-at-arms having under him three archers, a squire and a page, which were organized by Charles VII., in 1444; and of a body of sixteen thousand men called *francs-archers*, from the circumstance of their being armed with bows, and exempted during life from payment of the *taille* and all other taxes, who were raised three years afterwards in pursuance of an ordinance of the same prince.

These troops, which were armed and equipped by the parishes, succeeded to the previous rude levies *en masse*, to the numerous and irregular bands, and to the undisciplined and unrestrained adventurers known under such a variety of appellations, but to whom the people generally assigned the more befitting titles of pillagers, bandits, and devastators.

The pay of a man-at-arms was six francs per month; of an archer, four; of a squire, five; and of a page, three. Louis XI., Charles's successor, re-organized these *francs-archers*, dividing them into four companies of as many thousand men, who were again divided into seven other detachments of five hundred men. He appointed a Captain to the command of each, and a Commandant-General of the whole; but in 1480 he suppressed them altogether, on account of their excesses, which had rendered them odious to the people, and took into his service six thousand Swiss. He preserved, however, the fifteen ordinance companies, created by his predecessor, adding to them 10,000 French troops, and strengthened his army by a corps of two thousand pioneers; while, in order to defray the expenses as well of these new troops as of the Scottish body-guard, which had been formed for his personal security, he raised the *taille* or tax from two to five millions of livres. Re-established under Charles VIII., and suppressed shortly afterwards, the *francs-archers* appeared no more; but the number of men-at-arms, or lances, was raised from fifteen hundred to two thousand five hundred men. With reference to the infantry, ill-disciplined and ill-kept, it became rather a scourge than a protection; Charles, therefore, disbanded the greater part of it, and following the example of his father, took in preference into his service a numerous body of Swiss, and another of German lansquenets, both of which sold their services at a dear rate, and hence the taxes were incessantly augmented.

This employment of foreign troops gave rise to much discontent, and the deputies raised their voice against it; but notwithstanding their remonstrances, the system was persisted in, the Swiss and Germans

still continuing to form the bulk of the French infantry. But the rivalry and hatred existing between these two bodies of foreign mercenaries, the continual danger to which their broils exposed the army, and the excessive price which they exacted for their services, led at length to the consideration of the question whether it would not be better to establish a body of national militia. The execution, however, of this project was reserved for Francis I., who resolved upon forming a permanent army, composed entirely of national troops; and to this end, after licensing the army that was then on foot, he created in 1534 seven legions of infantry, each composed of 6,000 men, divided into six companies, thus making a total of 42,000 soldiers. To each of these legions was given the name of the province from whence the soldiers composing it were drawn, and a Captain was appointed to its command; the senior of the six Captains so appointed assuming the title of Colonel. Under each of the Captains were placed two Lieutenants and two Ensigns, who in their turn commanded ten centurions, forty chiefs of detachments, and six serjeants; while to each legion was attached twelve fifers, twice as many drummers, and a provost-marshal, with six assistants. The pay of the Captains was fixed at a thousand livres per month, that of the Lieutenant at five-and-twenty, and that of the Ensign at fifteen. The centurion had twelve franks, the serjeant ten, the drummer and the fifer each seven, the musketeers six, and lastly, the halberdiers five.

The same ordinance which created the legions decreed also rewards of courage, providing that every soldier who distinguished himself by an act of valour should receive a ring of gold, which he should always wear; and that he who should obtain this mark of honour should thenceforward be reputed noble, and be eligible in his turn to the rank of Lieutenant. Ten years after the formation of the legions, Francis created the post of Colonel-General of the French infantry, which was first held by the celebrated Coligny, who introduced into the army a degree of discipline hitherto unknown.

The legions, however, did not subsist during many years; the old system of the armed bands was resumed, which were so many companies of three or four hundred men, commanded by a Captain or Chief, whose name they bore. The only difference was that Henry II. substituted the word regiment for band, and which, from being at first used only for the infantry, became in time applied to the cavalry, superseding the ancient term of ordinance company. In 1558 the number of Swiss and Germans serving in the French army was found to be nearly forty thousand men. Costly, burdensome, and rapacious as they undoubtedly were, these foreign mercenaries, more particularly the Swiss, were often eminently useful to the cause they served; and in regard to the latter, the following incident is sufficiently illustrative of the bravery and fidelity for which they have always been proverbial. In September 1567, Charles IX., being then at Meaux, the Protestants, commanded by the Admiral Gaspard de Coligny, marched upon that place with the view to surprise and capture the King (this being their second attempt), and they would certainly have succeeded in their object but for the opportune arrival of a body of six thousand Swiss, under whose protection Charles immediately placed himself, and leaving Meaux, proceeded on towards Paris. In this march, the Swiss

avoiding the road by Claye, took that by Mitry, which was an open unwooded country, and forming square, the King in the midst of them, presented so bold and resolute a front on every side, that the enemy, though he followed, dared not molest them, and they reached their place of destination in safety.

It is said to be from this twofold attempt of the Protestants to carry off the King that originated the creation of the regiment of French guards, composed in the first instance of some companies of the regiment of Picardy, raised by Francis I., and there were few of the provinces which furnished better soldiers. For the origin of the grenadiers we must come down to the reign of that lover of "glorious war," Louis XIV., who incorporated into the regular infantry, under this title, those reckless and hardy adventurers, termed, from the desperate nature of their services, *enfants perdus*, appointing in the first instance four of them to each company, which number was very soon afterwards increased to a company per regiment. On the formation of the league of Augsburg, in 1688, Louis, with the view to meet more effectually the storm that was brewing against him, ordered, by a decree bearing date the 29th November of that year, that there should be raised forthwith in several provinces of the kingdom, thirty regiments of militia, of ten, fifteen, eighteen, or twenty companies, varying according to the strength and extent of the province, each company to consist of fifty men, by which means an aggregate force of 25,050 men (exclusive of officers), was speedily set on foot. By the same decree it was enacted that in the generality of Paris (France not being divided into provinces until a later period) there should be organized two regiments of fifteen companies each, which formed together a total of 1,500 men. The commanders of these two regiments were appointed by the King himself. It was ordered that these soldiers, when they remained in a parish for two consecutive days, should receive an allowance of six days' pay in advance, which was to be supplied by the inhabitants, and amounted to a sous in the livre on the *taille* (tax), in the same manner as was adopted for the cavalry.

Various regulations were made for the discipline of these regiments. In 1695 the King ordered the reserve of one of them, but the other continued to serve until the close of the war, when it was similarly disposed of; the soldiers being sent back to their respective parishes, and those who should marry were exempted from payment of all taxes for the term of two years.

Louis XV. rendered permanent the militia to which his predecessor had had recourse in times only of extreme necessity, and in 1726 he added to the troops already existing a body of sixty thousand militia, which number was eventually extended to upwards of ninety thousand. Thirty years afterwards, the unfortunate Louis XVI. organized the militia into provincial regiments, and extended to six years the period of service, which had previously been but two. When the militiaman was called upon to serve, the parish from whence he came was obliged to provide him with a hat, a jacket and waistcoat, a pair of shoes and gaiters, two shirts, a black stock, *a ribbon for his pig-tail* (an important appendage to a soldier at that period), and a knapsack. He received besides eight francs in money, of which, however, three only were for himself, the remaining five belonging to the recruiting

officers. The King furnished the coat and arms. At this period the pay of a common soldier was five sous six deniers per day; that of a grenadier, 132 livres per annum; and that of a Lieutenant, 600 livres. Up to the few last years that preceded the first French Revolution, the militia or provincial troops amounted to one hundred and six battalions, which formed seven provincial regiments and thirteen regiments of royal grenadiers; in all twenty regiments.

With reference to the different bodies of cavalry as constituted in modern times, a few words will suffice to explain their origin. Under the second Henry the cavalry already consisted of a regular corps of three thousand men. This prince regulated their pay and placed a Colonel at their head. From this period the cavalry gradually increased in number and importance, while, on the other hand, the gend'armerie kept constantly decreasing. The hussars date from 1692. The origin of the carabiniers was somewhat similar to that of the grenadiers. Louis XIV., who had formed the cavalry into regiments towards 1695, attached to each company two troopers, chosen from amongst the bravest and most skilful, who were armed with a rifle. These troopers soon became united into companies, which formed eventually a regiment that was kept recruited from amongst the best soldiers of the other cavalry regiments. The height of these carabiniers was required to be five feet five inches, French measure; that of the other cavalry soldiers, but five feet three inches. With regard to the former, the nature of their service, and the weight of their armour required that they should be tall and robust men, while their limited number (being only 1,300 and 1,650 in time of peace and war respectively) rendered this condition easy of fulfilment. The dragoons, who owed their formation to Marshal de Brissac, when he commanded in Piedmont, were so organized as to be able to serve equally as foot and horse soldiers. Some idea of the strength of the cavalry towards this period, may be gathered from the following data as to the number of horse in winter quarters in Paris and its vicinity, and which were exclusive of the brigades forming the King's body-guard:—

In 1692—A regiment of horse grenadiers.
A foreign regiment of 13 companies belonging to the Dauphin.
Another regiment of 13 companies.
In 1693—8 Companies of horse grenadiers.
A regiment of cuirassiers.
16 Companies of other troops.
In 1694—25 Companies of horse grenadiers and other troops.
In 1695—A regiment of horse grenadiers of 12 companies.
A regiment of dragoons of 12 companies.
And two other regiments of 12 companies.

At the peace of 1762 there were kept on foot sixty-five regiments of French infantry, forming 161 battalions, and numbering 89,500 men. In 1776 various changes were effected in the infantry, some of the regiments being doubled; and according to an ordinance of that year, the army was to consist of 231,400 men, exclusive of the militia, the carabiniers, the gend'armerie, and the King's military household. It would seem, however, from various statements, that including even these, its effective strength fell 14,000 short of the prescribed number, and it has indeed been estimated that the real aggregate scarcely amounted to 140,000 men. This number again underwent considerable

variations at later periods, as did also the uniform and the pay of the troops generally. The following are given by a French author as the numbers of the French army on the peace establishment shortly previous to the Revolution :—

King's household troops	8,560
Infantry	134,236
Cavalry	29,586
Invalids	5,977
Regular troops	178,359
Provincial do.	77,692
Total	256,051

The expenses of the military establishment at the same period, in time of peace, are stated to have averaged annually nearly five millions sterling.

Up to the period of the Revolution, the French army repaired its annual losses by means of the militia and voluntary enlistment; while each company of a regiment being the property of the Captain who had purchased it, the latter naturally became charged with the care of maintaining its efficient strength. To this system succeeded, as is well known, the national-guard and the conscription, which last became the more imperative, from the subsequent inadequacy of the voluntary enlistments to supply the incessant demand for men. According to Despourelles, in his memoir respecting the militia, that force required annually, on an average of six years, from fourteen to fifteen thousand men to recruit its ranks; and on a population of twenty-five millions there were computed to be nearly a million and a-half males capable of bearing arms—that is of the age of eighteen years and upwards. Deducting, however, from these the various classes of individuals, such as ecclesiastics, nobles, &c., exempt from service, and the regular troops, the number was reduced to 443,440, from which had yet to be taken a fourth part for default of stature and a seventeenth for various infirmities. The 15,000 recruits had thus ultimately to be supplied (by lot) from among 306,000 men, which was in the ratio of one militia-man in about every twenty and a-half individuals.

It may not be uninteresting to add in this place a few particulars respecting the Swiss troops, which, until a recent period, have generally formed a part of the French army. It is a curious fact, not undeserving here of a passing notice, that the French, though ever prone to interfere with the domestic broils of other nations, are themselves impatient to a degree of any foreign interference in their own commotions. With this feeling therefore, it is only a matter of wonder that they should have tolerated for so long a period as they did, more especially in time of peace, the Swiss regiments in their pay; while to it, as much perhaps, as to the cause in which those mercenaries were engaged, may be fairly ascribed the fierce and deadly animosity with which the people were animated towards them, on the occasion of the first Revolution, and subsequently on that of the "glorious three days."

But to resume the thread of our narrative. In 1798, the Government of the Helvetian Republic engaged to furnish to France six demi-brigades, which were termed auxiliary, and of which the remnant, after

the disastrous campaigns of Italy and Switzerland, being united with that of the regular Helvetian troops, was formed into a regiment which continued in the French service.

In 1803 a fresh negotiation was entered into between General Ney, as the agent for the French Republic, and the Swiss executive, by which France took into her service 16,000 Swiss troops voluntarily enlisted, and divided into four regiments of 4,000 men each. In March, 1812, a treaty was concluded upon a different basis with the French Emperor. Instead of 16,000 men the four regiments were to consist of only 12,000, exclusive of the staff; but the Cantons were bound furnish annually 2000 soldiers, to replace those who should die in service or obtain their discharge; and in the event of war they were to furnish 1000 men extra, at the rate of 250 per quarter. Although Napoleon had generally treated Switzerland more tenderly than most of his other conquests, yet from the time when his ambition surpassed all bounds, and when pushed by adverse fortune, he forced that country to great sacrifices, exacting of it so many auxiliary troops, that the Cantons had great difficulty in supplying them, and incurred very heavy charges to satisfy the incessant demands of their mighty ruler. The four regiments having formed part of the grand army in the campaign of Russia, participated in the reverses which it experienced, and returned to France considerably reduced in number. They continued in the French service until the 20th March, 1815, when the majority of them returned to Switzerland, remaining faithful to the oath which they had taken to Louis XVIII., each regiment having by this time dwindled into a battalion; but part, under the command of the chief Stöffel, followed the banners of Napoleon, and fought with their accustomed bravery in the French ranks at Waterloo.

In 1816 the majority of the Swiss Cantons concluded with the King of France a new military treaty, for the term of twenty-five years, when the Canton de Vaud, joined with those of Aargau, Grisons, and Tessino, for the formation of a regiment of the line of 2000 men, which became the 4th Swiss regiment, and to which each of the four contingents furnished a battalion, besides three companies for the regiments of the guard. The Paris events of July, 1830, having occasioned the definitive licensing of the Swiss troops in the pay of France, they returned to their respective homes in the course of the three following months of the same year.

Of the annual levy of 60,000 men now required to recruit the ranks of the French army, the voluntary enlistments, according to the latest returns, averaged during the thirteen years from 1820 to 1832, nearly 8600 men, or nearly one-seventh part of the whole number. The law no longer takes, as in the time of the militia, a youth from each parish, but assembles the contingent of each district, when the question of who shall serve is decided by lot. The recruitment returns furnished by the Minister of War in 1830, gave the strength of the class liable to serve, taking it on an average of thirteen years, from 1816 to 1829, at 286,700 men; so that allowing for the increase of population, it may now be estimated at a much higher number.

In 1804 and 1805, the grand complement of the army was fixed at 587,000 men; and from 1800 to 1804 the expenses of the war department provided for by the budget, averaged annually upwards of ten mil-

lions sterling. Passing over the intermediate stormy period of hostilities (as we have no accurate means of tracing Napoleon's levies or the numbers of his armies, beyond knowing that the country was drained incessantly for their supply) to that succeeding the Restoration, when the army began to be placed upon a more regular footing, we find from the returns of the Minister of War, that in 1818, in which year a new law was passed for the recruiting of the army, it consisted of 119,895 men; and the expenses of the war department amounted to 11,737,929*l.** In 1819 the number of men had increased to 164,326, and the expenses had decreased to 7,192,163*l.* Taking the average of five years, from 1818 to 1822, the army consisted of 174,762 men, and the expenses amounted to 8,142,459*l.* In 1820 a corps of gend'armerie d'élite was created, the departmental legions being replaced by sixty regiments of the line and twenty regiments of light infantry; and in 1821 were raised ten companies of fusiliers. On an average of the next five years, from 1823 to 1827, the army numbered, annually, 233,784 men, and the expenses amounted to 9,470,720*l.*, showing an increase over the preceding quinquennial period of thirty-four per cent., and 16 per cent. respectively.

In 1823, on the invasion of Spain, the army employed in that country was 115,855 men. To meet the emergency, four new infantry regiments of the line were raised; twenty regiments which had before but two battalions received the addition of a third; while both the cavalry and the artillery were proportionately increased. In 1824, a special school of cavalry was instituted; and in 1826 were raised two regiments of carabiniers and ten squadrons of heavy cavalry; two regiments of chasseurs being at the same time converted into dragoons. On the average of a third quinquennial period from 1828 to 1832, the army consisted annually of 308,796 men, and the expenses amounted to 11,182,150*l.*, which gives an increase in the one case of 32 per cent., and in the other of 18 per cent.

In 1828, the troops sent into Greece consisted of 13,378 men, and in 1830 those despatched to Algiers amounted in all to 31,330. In the latter year the army was diminished by the disbanding of the King's military household, the royal guard, and the Swiss troops; but on the other hand, there were raised eighty battalions of infantry, twenty-four squadrons of cavalry, and a regiment of artillery.

The number of troops, which in the last year of this series was 389,273 men, had increased in 1833 to 410,000, but fell again in 1836† to 307,064, being somewhat below the average of the five years ending in 1832.

---

* This sum includes the expenses of the army of occupation, and payments to the Allies. From 1814 to 1817, a period of four years, the expenses of the war department averaged annually 13,142,787*l.*

† The amount voted by the Chambers for the expenses of the war department this year was 9,136,800*l.*, of which sum 8,290,946*l.* were for the service of the interior of the kingdom, 31,559*l.* for that of Ancona, and 814,295*l.* for that of the colony of Algiers.

It must be borne in mind that all these annual statements include the whole of the expenses of the war department, and not merely the pay of the troops, and are therefore influenced by a variety of incidental circumstances in nowise [illegible] reference to the *number* of troops employed. This observation is rende[illegible] as it will be seen that in particular years the expenses have been [illegible]re the number of troops has been less.

The estimate of the minister of war for the ensuing year, 1837, which will afford us the best idea of the existing force of the country, if taken in connexion with the preceding statement, provides for the maintenance of the following effective numbers.

EFFECTIVE NUMBERS.

Branch of Service to which attached.	Men.				Horses.	
	Officers of all grades.	Subalterns.	Rank and File.	Total.	Of Officers.	Troop.
Staff	2,570	1,274	....	3,844 (a)	....	....
Gend'armerie	604	2,828	12,346	15,778 (b)	738	10,044
Infantry	7,553	46,121	132,346	186,020 (c)	....	....
Cavalry	2,266	10,245	26,130	38,641 (d)	3329	27,330
Artillery	1,142	7,799	12,488	21,429 (e)	1222	8,011
Engineers	208	1,311	2,948	4,467 (f)	8	82
Military equipages	69	447	756	1,272	51	461
Veterans	154	1,038	5,498	6,690	....	....
	14,566	71,063	192,512	278,141	5348	45,928
	Allowing 1-45th for incompletion (the usual estimate) ...			6,180	51,276	
Total	.....			271,961		

ESTIMATED EXPENSE.

	£.	£.	£.	£.	£.
Staff	529,404	58,325	....	587,729	....
Gend'armerie	63,776	101,106	339,216	504,098	192,918
Infantry	621,230	779,991	1,794,907	3,196,128	....
Cavalry	223,871	202,547	414,382	840,800	606,411
Artillery	132,482	166,128	212,134	510,744	180,537
Engineers	21,238	27,193	50,457	98,888	1,754
Military equipages	7,316	9,852	12,928	30,096	10,210
Veterans	12,229	22,445	77,191	111,865	....
	1,611,546	1,367,587	2,901,215	5,880,348	991,830
				6,872,178*	

(a) Marshals of France (11 in number), general, superior, and other officers of the general staff, 1096; military inspection, 211; special staffs, 2537.

(b) 24 legions, or 87 departmental companies, 13,044; battalion of Corsican voltigeurs, 421; temporary augmentation, 2313.

(c) 63 regiments of the line of 3 battalions, 139,177; 20 regiments of light troops of 3 battalions, 43,400; battalion of workmen (6 companies), 899; 12 companies of discipline, 2544.

(d) 2 regiments of carabiniers, 1524; 10 regiments of cuirassiers, 7620; 12 regiments of dragoons, 9144; 6 regiments of lancers, 4572; 14 regiments of chasseurs, 10,668; 6 regiments of hussars, 4572—total 50 regiments, each of which consists of 5 squadrons.

(e) 14 regiments (32 horse-batteries, 130 foot), 18,232; 1 battalion of pontoniers, 956; 11 companies of workmen, 838; 6 squadrons of park trains, 1403.

(f) 3 regiments, each of two battalions, 4359; 1 company of workmen, 108.

* It will be understood that this total is merely for the pay of the army. The total of the minister's estimate for the whole of the war department is 9,091,328*l.*—the difference between the two aggregates being for the *matériel*, administration, expenses, &c.

As the returns in the preceding table do not include the troops serving at Algiers and Ancona, it will be necessary to add these in order to obtain the real aggregate of the Army for 1837, which may be thus summarily stated :—

	Troops.	Horses.	Expenses.
Home Service.....	278,141	51,276	£6,872,178
Ancona	1,513	....	30,398
Algiers.....	22,454	5,402	593,145
General Total...	302,108	56,678	7,495,721

The following table, which has been compiled with great care from original documents, serves to show the annual average rate of individual expense for each branch of service ; and it would be very desirable if similar tables could be constructed for the military establishments of other countries, as by their means many useful and interesting comparisons might probably be instituted.

YEARLY AVERAGE RATE OF INDIVIDUAL EXPENSE.

Troops.	Staff.	Gend'armerie.	Infantry.	Cavalry.	Artillery.	Engineers.	Military Equipages.	Veterans.	Whole Force.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Per Officer of every grade	206 0 0	105 11 2	82 4 9	98 16 0	116 0 0	102 1 7	106 0 0	79 8 0	110 12 9
Per Subaltern, Corporal, Brigadier, Drummer, Trumpeter, &c..	45 18 0	35 15 2	16 18 4	19 15 2	21 5 7	20 14 4	22 0 9	21 12 0	19 4 9
Per Soldier of a Company, Squadron, or Battery	....	27 9 7	13 11 2	15 16 7	16 19 2	17 1 7	17 1 7	14 0 9	15 1 7
Per Horse of every kind (including cost of saddle and bridle for troop-horses)	....	17 17 2	....	19 15 2	19 11 2	19 9 7	19 18 4	....	19 6 4

GENERAL AVERAGE RATE OF EXPENSE PER INDIVIDUAL, ALL RANKS INCLUDED; Mounted for the Cavalry, or dismounted for the Infantry.

Home Service.....	152 17 10	44 3 5	17 3 7	37 9 0	32 5 2	22 10 7	31 13 8	16 11 5	24 14 2
Ancona.....	460 7 2	....	18 7 2	....	22 14 4	....	....	....	20 1 9
Algiers.....	286 13 7	52 4 0	18 15 2	45 8 7	32 19 2	23 17 7	43 0 0	20 9 7	26 8 4

The military resources of a powerful country like France must at all times be an object of interesting inquiry, whether considered [illegible] in themselves or with reference to other circumstances. W[illegible] vouring to trace the progress of the proportion of the population from the time of Charles I[illegible] ord[illegible] which was taken) the number of in[illegible] nd[illegible] only two millions, it may be sufficie[illegible] i[illegible]

has been stated, that in 1793 France *armed* an eighth of her population, then consisting of twenty-four millions (a sixteenth being marched to the frontiers), she must have had upwards of three millions of men of an age to defend their country; and this, if considered relatively to her actual capabilities, is by no means an improbable conclusion.

According to the latest census taken in 1831, the total population of the kingdom amounted at that period to 32,569,223 souls, of whom 15,940,105, or about a forty-seventh less than half, were of the male sex. Assuming, upon a moderate estimate, that one-third of these were of an age to carry arms, there would have been in the critical year immediately succeeding that of the Revolution no less than 5,313,368, or in round numbers, five millions of men capable of serving either in the ranks of the regular army or of the national guard. This estimate will be found to be approximate to the truth, if due allowance be made for the fluctuations of the population in the six years intervening between 1831 and 1836, from the following returns of the numbers of the national guard to the commencement of the latter year, which are given on the authority of the "Almanach de France:"—

Corps of reserve			1,947,846
Corps of active infantry	Communal,	1,871,073	3,695,031
	Cantonal,	1,823,958	
Artillery, cavalry, &c.			86,175
		Total	5,729,052 *

Adding to the above number the aggregate of the regular army for the same year, we have an effective grand total of more than six millions of men fit for military duty, should the circumstances of the country necessitate the simultaneous exercise of their services.

With reference to the military administration of the country, it is sufficient to observe that until the reign of Louis XII. the military governors of the provinces possessed very absolute authority, the power being given to them of according letters of grace, remission and naturalization, besides other prerogatives of royalty. In later times their duty consisted in keeping the places under their jurisdiction strictly in the King's obedience, maintaining them in peace, defending them in war against the enemies of the state, and taking care that they should be fortified and provided with what was necessary, and in rendering assistance to the course of justice whenever so required.

At the present day the whole kingdom of France is divided into twenty military districts, each being under the command of a general officer, and the whole under the immediate direction of the minister of war.

* The proportion of this force, constituting what is termed "La Garde Nationale Mobilisable," which consists of individuals aged from twenty to thirty-five years, is nearly two millions.

PAUL AND VIRGINIA.

ORIGINAL DOCUMENTS RELATING TO THE WRECK OF THE SAN GERAN, ON WHICH THE TALE IS FOUNDED.

MR. EDITOR,—Nearly one hundred years have rolled away since the date of the catastrophe on which the most touching narrative in the whole circle of fiction has been founded. Its interest has thrown a hallowed light around its scene; and the political importance of the Mauritius is feeble to that awakened in the mind of the visitor as the birth-place and the early grave of Virginia. Young, bright, and pure, thy brief fit of mortality lives in the immortal painting of him who "studied nature" in the glowing clime of thy nativity. Thou, Mauritius! art on the ocean like one of life's oases—a break in the monotony of the voyage—a resting-place of remembrance for the mind.

The following documents are translated from the original records in the Admiralty Court of the Isle of France. The localities of the tale of Paul and Virginia are all recognised in the topography of the island, and are to be found in the map.

How far the circumstances of the tale are correspondent with strict fact it is difficult to ascertain. A general belief is entertained by the families of the Isle of France, who are of the oldest descent, that St. Pierre (whom, soldier, and philosopher, and philanthropist as he was, the revolutionary axe did not spare,) has drawn his tale from a domestic history—that a girl of the connexions described perished in the San Geran, and that she was on her return from a convent in France, and that she was young, and lovely, and attached—but blended with fancy, or embellished as it may be, "storied urn and animated bust," and all the more laboured literature of the age, may more likely perish than the gentle tale of Virginia be forgotten, or cease to be the cherished perusal of our best, and alas, the earliest years of feeling.

The island is known to so many of the Navy and Army, as well as to the European pilgrims of the East, that the publication of the documents that follow may not be unacceptable to your readers of those classes.

Bordeaux, July 20th, 1837.

Deposition of the Sailors saved from the Wreck of the San Geran, given on the 22nd, 24th, 25th, and 28th August, and 28th Sept., 1744.

On the 22nd August of the year 1744, there appeared at the council-hall of the island Peter Tasset, of L'Orient, Allan Ambroise, boatswain, and Thomas Chardon, sailor—all escaped from the wreck of the San Geran—who declared as follows:—

That they sailed from Port L'Orient on the 24th March; Captain Lemare, First-Lieutenant Malles, Second-Lieutenant Peramon; Longchamp de Montandre, first mate, L'Aire, second mate, Monsieur Boelle, supernumerary mate and clerk. On Monday, the 17th August, at four P.M., after making Round Island they took in all sail, except the main-topsail and foresail; then Captain Lemare held a consultation with his officers as to the plan they were to pursue, the land being still six leagues off, and night coming on. It was his opinion that they ought to take advantage of the moonlight, and stand in for th

come to an anchor in Tombeau bay. M. Malles, second in command, dissuaded him from it, and told him it would be better to lie-to until the morning, and then stand in towards the islands. Monsieur L'Aire was of the same opinion, and said that he was acquainted with the coast, and that there was no danger in lying-to under the mainsail. Captain Lamare said, "Gentlemen, you are better acquainted with the coast than I am. It is now twenty years ago since I came here in the St. Alban. My impressions of it are effaced; and I trust to you for the guidance of the ship." They continued under easy sail, the ship's head towards Round Island until six hours thirty minutes P.M., when they lay-to under the mainsail on the larboard-tack.

At midnight, M. L'Aire relieved the watch. He came forward to light his pipe, and Peter Tasset, deponent, who was on the forecastle, seeing M. L'Aire coming, said to him, "I think we are nearing the land very much." A moment after, M. L'Aire going aft again, Oliver Brevenne, who perished in the wreck, said the same thing:—he answered, "Do not be uneasy, I know the coast." About two hours thirty minutes A.M., Captain Lemare came on deck, and said to M. L'Aire, "We have been long enough on this tack: we had better go about." They tacked immediately; and as they were hauling the main-tack to starboard the vessel grounded forward. The sea, which was high, struck her on the side, and forced her on the reef. Peter Tasset at this instant called out, "We are lost," and rung the bell. All ran on deck with the exception of several men who were between decks on their bed-frames, and so ill that they could not get up.

Peter Tasset went to Captain Lemare, and asked him if they did not think they had better cut the lashings of the boats, and get the tackles ready for hoisting the boats out; and as soon as Captain Lemare gave him permission, Tasset, with the help of the coxswain of the launch, cut the boat-lashings, and as they were hooking the tackles the main-mast came down on the starboard side. At the same moment, Messrs. Lemare and Malles wished to cut away the mizenmast to ease the ship, but it snapped and fell to leeward. Captain Lemare sent his carpenter to cut the weather-shrouds of the foremast, and as soon as they were cut the mast broke and fell into the sea to leeward. The sea, which was very high, washed all the masts back again into the ship; stove in the boats and the ship's side. A moment after, the keel broke at about the middle, which apparently was in a hole, on which the centre of the keel got buried, and thus forced up the after and foremost parts of the ship.

At this time Captain Lemare made the chaplain pronounce the general benediction and absolution: each person embraced his neighbour, and demanded pardon. Tasset asked the Captain if they should cut the side pieces of the masts to help to save the crew, and on permission being given to cut them, Tasset proposed to M. Belval to save himself with him on one of the planks. Tasset threw himself into the sea, took the plank, but M. Belval had not courage to follow him. A moment afterwards, Tasset saw about forty people throw themselves into the sea, following his example, but they all perished. He left the ship at about six A.M., and arrived at Ambre Island at eleven A.M., and one after another of those who had saved themselves arrived. The pilot and a Guinea negress arrived on a knee of the ship. Tasset gave

them some wine from a barrel which he found on the beach, and opened. After remaining two days at Ambre Island in the hope of seeing some more of the crew arrive, the three deponents determined to get again on the piece of the mast, and try to reach the main island. Their project succeeded—they arrived at a hunter's resting-place: the hunters made them some bouillon; and when they told them that they had left six of their comrades on Ambre Island, Lavaman, a soldier, and a hunter, loaded some of his comrades with rice and deer-flesh, and went with them to take assistance and nourishment to those on the island. The place where the vessel was wrecked is a league from the mainland, and about the same distance from Ambre Island.

Tasset, who assisted in stowing the vessel, said that the money was in the after-hold, near the top, in eighteen cases, and in cash, and that the wine was stowed near the coal-hole; that the sugar-boilers were forward; and that the sugar-mills were at the foot of the mainmast.

Given at Port North-West of the Isle of France, the said day and year, 1744, and written from dictation by us, Nicolas Herbault, King's solicitor at the Head Council of the Isle of France, Commissioner appointed for that purpose.

(Signed) HERBAULT and MALERE.

SECOND DEPOSITION.

In the year and same date of 1744 appears at the Council-hall Jean Dromat de Saumiere, passenger on board the San Geran, engaged by M. Genes to be in charge of his estate at Bourbon, escaped from the wreck of San Geran, and declares as follows:—

They sailed from Port L'Orient on 24th March—they touched at Goree—the rest of the passage was good. There was in the vessel a passenger, Branham, who messed with the Captain, and who was coming out to follow the profession of a pilot. He died before they doubled the Cape: there was also a soldier coming out to settle, said to be a man of property—he was much addicted to swearing, and Captain Lamare had done all he could to break him of it; but in vain.

At four P.M., 17th August, they made the land; at six A.M. they lay-to under the mainsail. At three P.M. the deponent was awakened by the cries of everybody: he came on deck, and there saw Captain Lamare in a waistcoat and trousers, and M. Montandre dressed. The ship had just touched. Deponent knows not the names of the various manœuvres, except that they cut the fore-shrouds, and the mast fell down over the side. They tried to get the boats out, but the sea stove them. A great many threw themselves into the sea and perished almost immediately, which deterred him from doing the same, as he could not swim. At last, seeing the ship shattered by the broken masts and waves, and on the point of going to pieces, he found three oars of the launch in the chains: he lashed them together by the help of a topman and another sailor: they lowered it into the water, and got on the top of it. Scarcely had they cleared the poop of the vessel when [illegible] made the topman let go his hold, and, in trying to r[illegible] caught deponent by the hair and pulled out a handful, [illegible] few minutes, not being able to recover his hold of th[illegible] nent and the sailor, after being a lo[illegible]

at last were driven on Ambre Island, and here the sailor died in a short time.

Given at the Council-hall at Port North-West, this day and year above mentioned, in the presence of us, Antoine Herbault, King's Councillor at the Isle of France, appointed to hear and write the above depositions.

THIRD DEPOSITION.

In the year 1744 there appeared at the Council-hall Allain Ambroise, boatswain of the San Geran, who declared as follows:—

That they sailed from France on the 24th of March, and touched at Goree, where they embarked ten negresses and twenty negroes: they met with no accident during their passage, which was prosperous, though rather long. On the 17th of August they made the land at four P.M., being then eight leagues off. Captain Lemare took in the topsails and clewed up the foresail; then he had a consultation with his Lieutenant, Malles, about the plan they were next to adopt. Captain Lemare's opinion was to make the best of their way to Tombeau Bay, where he had thoughts of anchoring. Lieutenant Malles dissuaded him from it, saying, the crew were too weak to weigh the anchors after they were once let go. Ambroise said to them—"Gentlemen, I was eleven months in this place, owner of a boat, and I know how to manage it. After you are anchored in Tombeau Bay, you have only to fire a gun and you will have all the boats and people in the place alongside: besides, the anchorage is good, and you can easily weigh your anchors again." M. Malles listened very impatiently to this advice, and struck the deponent, saying, "Hold your tongue—I know the coast better than you do." M. Montandre relieved the watch at six P.M. We were then lying-to under the mainsail. Deponent was the petty officer of the watch. About eleven P.M. he came aft, and said to M. Montandre, "Sir, we are nearing the land: if you please, we will let go the lee of the foresail, and gather more way on her, so as to tack off the land." M. Montandre agreed to it, and deponent did so accordingly. At midnight the watch was changed, and taken charge of by M. L'Aire, who clewed up the mainsail, and let the vessel run under the maintopsail and foresail. About half-past two A.M. M. Malles said they must wake Captain Lemare: he was not asleep, but reading in his cabin: he came on deck, and said to M. Malles, "What fine weather!" "Very fine, indeed," said M. Malles—"there is nothing to fear." The Captain then said to the second pilot, "What say you of this weather?" "Very fine," said the pilot—"nothing to be afraid of." Captain Lemare than said, "I think we are getting too near the land—we must tack;" and as he was saying this the vessel struck forward, and the tiller broke. Captain Lemare then ordered the bell to be struck, when every one came on deck. He ordered the tackles to be got ready for hoisting the boats out, and the carpenters to get the hatchets to cut the mainmast: he told two petty officers to go forward and cut the main-stay, and at the same time to cut the foremast. All the masts fell, and the vessel fell over on her starboard side. Every one went to the larboard side to wait for day-break. Before light Captain Lemare [illegible] general absolution and benediction to be pronounced; [illegible] oke Captain Lemare ordered a raft to be

made of a topsail-yard and some small spars in the chains. Ambroise made the raft: they lowered it into the sea; about sixty people threw themselves on it, which sunk it, and which made Ambroise throw himself into the water on a spar instead of getting on the raft: he was several times nearly overwhelmed by the waves, and was five hours making Ambre Island. He attests this declaration to be true.

Given at the Council-house, the above-named day.

(Signed) ALLAIN AMBROISE.

FOURTH DEPOSITION.

In the year 1744, on the 24th of August, at eight o'clock in the morning, there appeared at the Council-hall the following persons:—John Scaurin, pilot of St. Maloes, and Peter Vergon, an assistant-gunner, belonging to Port L'Orient, both having escaped from the wreck of the San Geran, who declared as follows:—

That the San Geran sailed from Port L'Orient on the 24th of March, and arrived at Goree in twenty days, where they took on board twenty negroes and ten negresses; that they lost ten men on the passage out, and on arriving at the Isle of France had more than one hundred men ill. On the 17th of August they made Round Island. At four o'clock P.M. stood on under the mainsail on the larboard tack, steering S.S.W. and S.W. At midnight the watch was relieved by M. L'Aire; the other officers were in their cabins, and no one on the quarterdeck but M. L'Aire. At three o'clock A.M. the sailors forward cried out, "Breakers a-head!" Immediately M. L'Aire ordered "Helm a-lee!" but before she could come round she struck, and the swell forced her on the reefs. This brought all the officers on deck in their shirts. All the crew cried out, "God save us!" The priest sung the "Salve" and "Ave Maria, Stella." Tasset broke the fishes loose, in order to make a raft, but could not succeed. The main and mizen masts (which latter broke about ten feet above the deck) fell over to leeward. They cut away the foremast, and all those masts were washed in again by the sea, and did much injury to the ship. At about half-past five A.M. the baker threw himself into the sea, and was drowned in sight of all hands, having fastened a bundle of clothes on his back, which prevented him from swimming. Scaurin, the pilot, seeing an enormous wave rolling in, and fearing that the surf was increasing, threw himself into the sea with a comrade on a plank, which they found at hand.

Mdlle. Malles was on the quarterdeck with M. Peramon, who would not forsake her, and Mdlle. Caillon was on the forecastle with M. Montandre, who was endeavouring to persuade her to save herself. The deponents say that they themselves were a long time between life and death, although they could both swim well, for the swell carried them amongst the breakers; but at last they got into smooth water, having passed the breakers, and arrived at Ambre Island. The hunters brought them food, and they afterwards came to Port Louis by land.

Given at Port Louis of the Isle of France, at the Council-hall, the aforesaid day and year, and dictated by us, Nicholas Herbault of the King's Council, and appointed for that purpose.

(Signed) JOHN SCAURIN.
HERBAULT and MALERE.

NOTES OF AN EXPEDITION TO ALEXANDRIA IN THE YEAR 1807.

After the short but brilliant campaign of 1806 in Lower Calabria the army stationed at Sicily was powerfully reinforced, and amounted in all arms to little less than fourteen thousand men. The retirement of the chivalrous Sir John Stewart, who had so greatly contributed by his valorous and successful enterprize to secure Sicily and enhance his own reputation and that of the troops, was deeply regretted by those whom he had led to honour and renown. The reinforcement, however, brought with them a highly respectable staff. General Fox was commander of the forces, and the gallant Moore was his second—a name venerated and beloved in the British Army, although it must be admitted that in his character were failings which served in a slight degree to obscure the military talents he so eminently possessed. Besides these two leaders there were several officers in whom the troops placed a well-grounded confidence. The unfortunate turn that affairs had then taken on the Continent, where the battles of Austerlitz and Jena appeared to have prostrated for ever the powers of Austria and Prussia, gave but little hope that this fine British force would have any immediate opportunity of distingushing itself on the plains of Italy, Generals Fox and Moore having set their faces against any active co-operation with the loyal Calabrese Massi, at that time carrying on a harassing warfare with the enemy in both provinces; all efforts were therefore directed, especially under the guidance of Sir John Moore, to give to the troops the highest degree of instruction, and so to perfect the equipment and organization as to render it most efficient when called to active employment in the field.

Early in the month of February, 1807, a rumour was current in the army that a portion of it was soon to embark on a particular secret service. The events which had then occurred at Constantinople led many to suppose that this corps would form part of the armament expected soon to sail to that capital. About the middle of the month the following corps received orders to be held in readiness to embark at a moment's notice, viz.—one troop 20th Light Dragoons, detachments Royal Artillery, Royal Engineers, Royal Staff Corps; 1st battalion 31st Regt., 1st and 2nd battalions 35th Regt., 2nd battalion 78th Regt.; Regiment de Roll, Regiment Chasseurs Britannique, Sicilian Regiment; amounting in all to 5000 effective men, whereof nearly one half were foreigners. It was at the same time ordered that the heavy baggage was to be embarked; a circumstance giving rise to fresh conjectures, proving at least that the expedition was not likely to be of short duration, and that the occupation of Alexandria was its probable object.

The corps above mentioned embarked from the neighbourhood of their respective cantonments and rendezvoused at Messina. The 78th, being quartered at Syracuse, went on board there with orders to remain till the expedition called for them off that port. By the 22nd February the troops were all on board at Messina. This force was placed under the command of Major-General Mackenzie Fraser, and the undermentioned General and Staff-Officers were attached to it: Major-General Wauchope, the Hon. Brigadier-General Stewart, the Hon. Brigadier-General Meade; Lieut.-Colonel Airy, Deputy Adjutant-General; Capt.

Greene, Deputy Quartermaster-General; Dr. Green, Deputy Inspector of Hospitals; A. Granet, Esq., Deputy Commissary-General.

The Army was brigaded as follows; viz.: 1st Brigade—31st Regt. and Chasseurs Britannique, with a brigade of Artillery, Hon. Brigadier-General Meade; 2nd Brigade—1st and 2nd battalions 35th Regt. with a brigade of Artillery, Colonel Oswald. The Reserve consisted of the 20th Dragoons, 78th Regt., De Roll's, Sicilian Regt.; with the light infantry of all the corps to join immediately upon landing. This arrangement was afterwards altered, and the light infantry battalion, under Major O'Keefe, was formed previous to embarkation. The Reserve had two light howitzers and three 3-pounders, under the Hon. Brigadier-General Stewart. The order of battle as follows:—

2nd Brigade. 1st Brigade.

Reserve.

Major-General Wauchope, as second, was to command the Line; Captain Hallowell, R.N., commanding the Tigre, superintended the maritime part of the expedition; the Apollo, frigate, and Wizard, sloop, formed the remainder of the naval force. After everything was prepared, a vessel from Admiral Sir John Duckworth announced he was about to proceed against Constantinople; and, without waiting for the result of his *armed* negotiation, seemingly indifferent as to its result, hastened our immediate attack upon Alexandria. It scarcely required an unsuccessful issue to show either that the Admiral's instructions were grossly injudicious, or that he strangely misinterpreted them. It was singular that this corps did not accompany the Admiral in his attempt on Constantinople: there can be no doubt that a body of land forces would have enabled him to hold points securing his retreat, and would have added greatly to the impression his appearance made at the Ottoman capital. In çase of ill success, the occupation of Alexandria might have followed, if yet deemed advisable. But in the rupture with and operations against the Porte, there appeared an equal mixture of rashness and imbecility. It is presumed that Admiral Duckworth's requisition came with the authority of a command; and the moment the Tigre returned from conveying our Ambassador (Mr. Drummond) to Palermo, preparations were made for sailing.

On the 7th of March the convoy got under weigh, keeping along the eastern coast of Sicily, to pick up the 78th, which the Apollo had gone to order from Syracuse, when the fleet appeared off that port. The destination of the expedition was now ascertained; and no one, however sanguine, could entertain the hope of being employed on a more brilliant service; indeed the gloomy prospect of being secluded during the remainder of the war in the remote and ungenial garrison of Alexandria presented itself to many in all its discomforts; little of active service was to be expected—if any, it must be of the most illiberal kind, carried on against barbarians, in whose defeat there would be no credit, and whose manners and habits multiply the evils of war.

On the evening of the 8th arrived off Syracuse: the Apollo and ships with her made out the squadron. A thick night with heavy squalls coming on, the fleet unfortunately divided, and next morning the Tigre (Commodore) had not half the convoy in company: as the wind, however, was quite fair, reasonable hopes were entertained that no great interval would elapse betwixt the arrival of the divisions at the general rendezvous.

On the 16th, after a quick passage, the Tigre with her portion of the fleet was off Alexandria; the Wizard sloop, previously sent a-head, communicated with the shore, acquainting our resident, Major Misset, and consul, Mr. Briggs, with the apprehended rupture with the Porte, and the hostile measures that were in progress. The latter went on board the Tigre, and declared that nothing could be more easy than the occupation of Alexandria, where all the people were disposed to receive us with open arms, and in no degree to countenance any resistance the Governor might seem disposed to offer. The French consul, the only impediment to an amicable arrangement, Mr. Briggs declared he himself would either confine or send out of the place. In short, the language of this gentleman led the commanders to believe that nothing could be more facile than the object they had in view. They made known to him the diminished state of their force, reduced to about 1500; but that was deemed by Mr. Briggs quite sufficient. Upon this information General Fraser and Captain Hallowell decided to summon the town in terms according to their instructions, not taking possession of Alexandria as a conquest, but holding it during the misunderstanding with the Porte, in order to prevent the French, the determined foes of that power, from gaining a footing in Egypt.

Such declarations in general are impolitic: they rarely diminish the resistance opposed to you, whilst they often cramp future operations, and prevent your friends taking that active part which they would otherwise do. This was felt to be the case in Egypt, and had the ill effect of a half measure. It was agreed that Major Misset and Mr. Briggs should return with the flag; but on the officers landing, a very different scene offered. The Governor, with the Captains of three Turkish frigates that were in the harbour, declared their determination to hold out, and apparently every measure was adopted by the inhabitants to provide for the defence of the place. The French consul, instead of being imprisoned, had sent to Rosetta for the Albanians to come to Alexandria; a measure which it was then, however, said the inhabitants would not give their consent to.

Our *corps diplomatique*, in spite of the preponderating influence of which they had boasted, took shelter on board an imperial vessel which had dropped from under the guns of the town, not choosing to perform their promise of returning to the fleet, although the Governor undertook to protect their embarkation. In this situation of affairs the commanders did not hesitate immediately to disembark the troops to the westward of Alexandria, in order to encourage our friends in the town, and prove to them that we considered our force adequate to the undertaking. The boats of the fleet were insufficient to disembark at one turn more than about half the troops; therefore with about 700 men we landed in the harbour of Alexandria, about five miles from the town.

The men-of-war and transports were anchored at a very considerable distance; and, upon reflection, we cannot be too grateful to the Turks, who permitted us to perform this tedious operation without let or hindrance, when, by dropping down one of their frigates or the corvette, they could have completely cut us off, and rendered our landing there impracticable. The two frigates and corvette were anchored about four miles from the spot where we had disembarked: they might have attacked us with perfect safety, as the Tigre was brought up outside of

the reef, and she could not have ventured without skilful pilotage upon the channel which passes through it. The boats did not reach the shore till dark, and a convenient creek was found by Captain Hallowell for debarkation. The sea was quite calm without; but even then there was a considerable surf on the beach, as almost ever is the case on the shore of Egypt.

It was quite dark before the troops landed, and for the night they occupied the best position which circumstances admitted of. The troops bivouacked upon a height, iu one line, and where it terminated on the right was placed a light gun; the left extended to the sea, with another gun in the centre: piquets were thrown out on the right, extending, as we conceived, as far as Lake Mareotis. In the morning we found we had been deceived by the mirage; that the lake was at a greater distance; but otherwise we perceived we had in the dark taken up a strong position. The boats returned for the remainder of the division; but had scarcely shoved off, when, without any visible cause, the sea arose so as to create apprehension in regard to the possibility of effecting another debarkation. The surf continued to increase, and by morning, when the boats with the soldiers approached, it was found impossible to land them. Those acquainted with Egypt know well that hardly a day passes from March to September when it is practicable to land in this direction on account of the prevailing wind and sea: the best informed were therefore the most alarmed at seeing all reinforcement and supplies cut off or dependent upon adverse elements. Water was to be had but at some distance in our rear, but neither good in quality nor abundant. Under these unfavourable circumstances it was impossible to foresee the extent of our misfortunes, and it depended only on the Turkish frigates to complete them, by intercepting our precarious communication with the shipping.

After various attempts, certain of the men-of-war boats laden with provisions pushed through the breakers; but it was too hazardous to bring in the launches having the soldiers; it was therefore determined to send them towards Marabout, where it was hoped that the surf was less violent. In the mean while the position of the enemy was reconnoitred, and we found him occupied in restoring a line which had been recently formed as a defence against the Mamelukes, stretching from Fort de Bains on their right to the bed of the Lake Mareotis on the left. The right was flanked by the forts Bains and Turque, where there were a number of guns: in the centre there was a small redoubt with four pieces, and on the left of the whole a battery of three guns. The defences were indifferently disposed, particularly on the left, where it was not flanked. The enemy appeared in force, and a number of Arabs were employed in clearing the ditch and repairing the palisadoes. After Generals Wauchope, Stewart, and Colonel Oswald had finished the reconnoissance, on returning to the lines they found that with much difficulty and danger some of the troops had been disembarked, and from the gradually subsiding sea, hopes were entertained of their all being speedily on shore. By this time, likewise, Major Misset and Mr. Briggs had left imperial protection, and joined the army. General Fraser now decided upon his operations; circumstances required that they should be prompt and bold.

It is of much importance to publish opinions calculated to inspire

confidence in the troops, but the feeling of contempt towards an enemy ought not to pervade the counsels or too far influence the conduct of a commander. With this reflection proceed we to recite the first attack upon Alexandria, which, founded upon imperfect information, failed to the extent intended, and was in a high degree rash and ill connected. The plan was to march after dark, attack the left of the Turkish line, carry that entrenchment, then without loss of time push on for Pompey's Gate, blow it open, march to Fort Cretein, storm it, and thus have Alexandria at our mercy.

When the matter was talked over, a middle course was proposed to the General, viz.—to carry and destroy the enemy's works without the line wall, and by that means inspire them with an opinion of our courage and enterprise, without incurring the great risk of forcing a way, with few guides, amidst buildings and ruins of all descriptions most susceptible of defence. According to this advice, it appeared preferable to pass to the east of the town, cut off the reinforcements from Rosetta, and establish a secure communication with the shipping ordered round to Aboukir Bay. The suggestion was not attended to, and the original plan was determined on, notwithstanding that those best acquainted with the *locale* maintained that the occupation of Cretein did not give possession of Alexandria, Fort Caffarelli alone commanding the town and western harbour.

All our information was derived from Captain Vincenzo, who himself had never been in Cretein, though tolerably acquainted with the intricate paths which led to it; but whether scaling ladders were necessary, or where the best point for attacking the Fort lay, all were ignorant. It was said to be easy to force Pompey's Gate—that the Turks would all run from the walls—that we were to march through gardens amidst wells and reservoirs in the dark, and thus to gain the hill; but where we were to employ our scaling-ladders, or whether they would be required or not, was uncertain.

The order for the attack was as follows:—Covering party, under Brigadier-General Stewart, consisting of 300 men of different corps: storming party, under Colonel Oswald, consisting of 150 volunteers from the 1st and 35th Regiments, and 100 volunteers from De Roll's and the Chasseurs Britannique, 40 sailors with sledge-hammers and crowbars, and 15 artillery and light horsemen carrying scaling ladders and a barrel of gunpowder; the remainder of the line, with two light guns, under the orders of General Wauchope. The latter officer was to detach to his left a gun with 50 men to make a false attack on the enemy's right, and to divert his attention from the real one.

After leaving a small guard on the ground, the corps marched at seven P.M., as above. It was proposed that the moment we had forced the line Colonel Oswald's party should take the lead, and General Stewart's become the support. The night was clear, and the party marched with the utmost regularity towards the enemy's line. Besides flanking parties, General Stewart formed an advanced guard composed of men of different corps, which he afterwards regretted not having called in before he stormed, or, at least, not having ordered it to change its direction.

The party detached to make the false attack, seconded by some armed

boats, commenced its operations by attacking the battery at Fort des Bains, which returned the fire briskly. By that time the column descended into the open space before the left of the entrenchment; its front was increased, and moved on briskly to the attack. Some of the advanced guard opened their fire, which called the enemy's attention to the real point of assault. Immediately the fire of the artillery commenced in that direction, whilst infantry lined the palisades. General Stewart, with the gallant Peake, whose company formed the head of the column, rushed on, passing over some of the advanced guard (who hesitated to enter the work), and forced their way across the ditch with but little loss. Part of the advance was composed of Sicilians, raw troops, whose national habits were unsoldierlike, not inclining them to be first at an attack which to them presented a terrific appearance. Colonel Oswald endeavoured to disengage the head of his party in order to prevent its being confounded with the one in front, and likewise because he hoped to cut off some of the enemy when forced from their entrenchment. He got it to incline a little to its left, but not sufficiently to prevent the intermingling he apprehended, which became considerable and difficult to remedy, from men of various corps passing the ditch at the same instant becoming mixed together so as to render it almost impossible to re-form the troops. Nevertheless, the enemy taking no advantage of our confusion, abandoned their guns, and with but a trifling loss retreated upon Alexandria or the Fort des Bains. After carrying the entrenchment, we experienced for a time a degree of confusion that must always accompany a night attack, and of which an enterprising foe might have availed himself. For five minutes no exertion of officers could restore order; it was the more difficult in consequence of the mode in which the parties had been formed—for the men, broken from their companies, were unable to judge upon whom, or with whom they ought to form, and not being under the eye of their own officers were with difficulty prevented from pursuing in the dark the flying foe.

As soon as properly formed, Colonel Oswald's party took the lead, and without further attempting to molest the enemy, or destroy the remainder of his batteries, the troops proceeded by a circuitous route to Pompey's Gate. The straight line would have brought the troops under the fire of Fort Triangulaire; we therefore passed to the right, crossing the canal of Alexandria, near to Lake Mareotis, and pushing on for Pompey's Pillar. The reserve under General Wauchope passed the entrenchment near where the front had done, and received more of the enemy's fire, but did not attempt further to destroy his works. After passing Pompey's Height and Pillar, the storming party approached the gate, and found our assault was expected, and the garrison formed on the walls to receive it. This the guide was unprepared for, and the brisk fire the enemy supported showed that the gate could not be forced without loss. The guide now said it was necessary to have artillery to clear the walls; but by his own description of the place, and from what could be observed, the light guns would be useless, and serve only to point out to the enemy the place of our attack.

The officer who led made the following inquiries:—Whether or not parts of the wall were scaleable?—what sort of ground, or what diffi-

culties were to be encountered on the other side? The guide said he knew of no scaleable place; that the only means of entering was by the gate; and that within were houses and gardens which could be lined and occupied by the enemy; but that without clearing the walls with our musketry it was impossible to force the gate.

With this military opinion the officer who led did not coincide, for he was confident that the gate could be forced with little loss; but before he made the effort he considered it his duty to report to General Stewart and to Captain Hallowell the fresh information he had received, deeming it important not to commit the corps by commencing an attack which it might be highly inexpedient to follow up. These officers coincided in opinion with him, that before demonstrating our purpose of attack, the alteration in the guide's information, and the difficulties now to be apprehended, should be submitted to the General commanding. This delay could cause no harm, and the peculiar situation of the corps required that he should have the fullest information.

Notwithstanding these considerations, the General was dissatisfied that any delay should have occurred in carrying his orders into effect, and not having any other plan to substitute, seemed desirous to undertake blindly and at all risks this most hazardous enterprise, which even when accomplished would in no way give them possession of the town. Upon reflection, however, and to avoid the responsibility of reiterating his order, Captain Hallowell was consulted, and his advice as to what course to pursue was anxiously required: he instantly recommended the taking up of the position to the eastward of Alexandria, from which all the advantages already detailed would accrue. The troops were then withdrawn from the vicinity of the gate, and no attempt having been made, owing to the darkness of the night, the enemy remained ignorant of our original purpose. As guards had been left to the westward, and the party also which caused the diversion on the right of the line, it was decided upon to send back the detachment Chasseurs Britannique, under Major de Four: he found that the Turks had reoccupied the lines and cut the heads off the few killed and wounded they met with. The Chasseurs exchanged shots with the enemy, drove them off, and repassing the entrenchment, proceeded to join the corps on the right which had suffered some loss, and from thence by a most harassing march to the original position. This party had orders to embark, collecting the detachments and the stores that were left on the ground, and with the man-of-war and transports immediately to proceed to Aboukir Bay. The remainder of the troops marched off towards the canal of Alexandria, keeping its right bank, and proceeding towards the French heights, by a long and circuitous route, out of the range of the guns of the place. The sailors had to drag the artillery, and several heavy articles were carried by them and the dismounted dragoons, and it was near two A.M. on the 19th before we took up the position which had been recommended. The following casualties occurred on this night's affair:—Killed, 35th Regt., two rank and file; De Roll's, one assistant-surgeon, two rank and file; Chasseurs Britannique, one rank and file; Sicilian Regt., two rank and file. Wounded: 35th Regt., one subaltern, one serjeant, four rank and file; Royal Artillery, one bombardier, one gunner. Names of the officers killed and wounded: Lieut. Cameron, 35th; De Roll's, Assistant-Surgeon Catenzo. Total killed,

one officer, seven rank and file; wounded, one officer, one serjeant, eight rank and file.

The troops had been somehow or other huddled into an old French redoubt, and were so much fatigued, that with but little attention to security they sought such repose as the chill air and cold nitrous sands of Egypt could afford. No sooner did day break than it was discovered the position was under the long range of Fort Cretein, and as if the possibility of a ball dropping near to the troops had been a momentous circumstance, a most precipitate change of line took place, re-forming it at the bottom of the declivity. A party was detached under Colonel Oswald, to take possession at the cut of the canal; the remainder of the troops formed on the position formerly held by the British, on both flanks of which was abundance of water. Colonel Oswald found that the cut had just been evacuated, the enemy abandoning five pieces of cannon and a considerable quantity of ammunition. A Captain's command of 100 men was stationed here, and Colonel Oswald with the remainder joined the main body; the troops had undergone considerable fatigue, and could procure no refreshment beyond the very scanty portion which under such circumstances we had been able to bring on shore and march with. The arrival of the transport in Aboukir Bay was looked for with anxiety, as a means of bringing us relief.

Towards evening the vessels were seen going round, and early next morning it was determined to march upon Aboukir Castle. Captain Hallowell accompanied the party; the castle was evacuated on its approach. The enemy showed some intention of coming out from the town. On the morning of the 20th, the Apollo with the remainder of the expedition passed into the bay. A friendly Arab arrived in camp intimating that the inhabitants generally were averse to carrying on hostilities with the English, whose power they had formerly experienced, declaring that if their lives and property were secured to them, they would force the Turkish commander to capitulate. A favourable answer was returned, and next morning the Subajee, an old and faithful friend of the English, made his appearance. Measures were concerted with him, and shortly after his return to Alexandria, a deputation of the principal inhabitants came to offer the town upon the terms proposed, viz., the protection of all private property, with permission for the enemy's subjects to withdraw themselves with their effects from Alexandria. The Apollo's arrival with the remainder of the troops hastened the conclusion of the treaty, by convincing the Turkish garrison that we had not deceived them in stating that the first division was but a small portion of the force destined to occupy Alexandria. Thus fell the town, and notwithstanding there was no article stipulating continued protection, which in itself would have been an absurdity, yet every principle of good faith and policy ought to have led us if possible to avoid delivering it up to any other than a garrison of a similar description to that which we found on taking possession of it.

On the morning of the 21st, Brigadier-General Stewart occupied the principal gates and forts, and the Turkish frigates were also placed in the power of the Navy. The greater part of the Turkish garrison escaped during the negotiation, and crossed either to Rosetta or the nearest of the Pacha's posts. A great quantity of artillery and ammu-

nition, together with some stores, were found in the place; the works were in a very dilapidated state. The Arabs received the troops with general satisfaction, though their habits preclude them from giving any apparent demonstrations of joy. General Fraser published a proclamation declaring that he entered Alexandria more as a friend than a conqueror; referring to the past conduct of the British in Egypt, as a pledge of that happiness the inhabitants would enjoy under their powerful protection. Major-General Wauchope was named Commandant of the town, which was garrisoned by the second brigade. The first occupied the Turkish lines and Pompey's heights, and the reserve the old French lines to the eastward.

Alexandria was reported to be but scantily supplied with provisions, and the first care of the General and Admiral Lewis, who had been left by Sir John Duckworth in the naval command, was to despatch vessels to the Greek islands, acquainting them with our being in possession of Alexandria, and inviting them to send their produce there, where there would be found an excellent market. There is no doubt also, and it was afterwards proved, that a correspondence with the Bedouin Arabs would have procured abundant supplies, and the few posts which the Turks held in the Bheria might easily have been driven off, so as to have left that fertile province open to us. Unfortunately other measures were adopted by advice and information, coming from persons who certainly allowed feelings of self-interest to influence their judgment and warp their understanding.

Before reciting the expedition to Rosetta it may be necessary to advert to the reported state of the force under Mahomed Ali. Though formerly the chieftains who divided his army had been in contention, and the Mamelukes yet carried on hostilities, it might reasonably be supposed that our disembarkation might bring an apparent reconciliation amongst the Albanian Chiefs, and place a considerable force at his disposal; besides which, being in undisputed command of the whole of Lower Egypt, he could always collect numerous bands, well calculated for carrying on a desultory warfare. At a moderate calculation he was reckoned to have 12,000 Turks and Albanians; added to which his force was chiefly composed of cavalry, an arm in which we were entirely deficient.

All these considerations present themselves, after the event, to the least reflecting, but they ought to have occurred to the Chief before adopting the rash measure which led to such disastrous consequences. About the 25th of March, Major Misset stated to General Fraser that the mouth of the Nile must be opened, and posts established at Rosetta and Demanhour, which would give us the command of the Bheria; that little provision remained in Alexandria; and that no time was to be lost in undertaking so indispensable an expedition.

This representation, coming from a person deemed to possess the best information respecting Alexandria, and with a further assurance that the resistance, if any, at either of the places would be most trifling, induced the General to embrace Misset's plan. The 1st brigade, under Generals Wauchope and Meade, equipped, in point of artillery and stores, rather as if to occupy a town ready to be given up, than to take a place by force, was ordered for this expedition. Certainly General Wauchope was not prepared for resistance, nor were pains taken to make him

acquainted with what it possibly might be, differing as it did from what could be anticipated in European warfare. The brigade marched on the 29th, accompanied by four light guns and six dragoons, one day's provisions, and to receive two more, cooked, from Captain Hallowell, who volunteered his services in co-operation with the army. At Aboukir the corps was met by boats and djerms, where it embarked, and proceeded to the caravansera beyond the ferries. It was determined to march from thence by the sea-shore to the heights of Abamandour, which were close to Rosetta. It is to be remarked that from the caravansera to Rosetta is about fifteen miles over a sandy desert, where, except at Etke, no water is to be found: this rendered the march toilsome, and the route pointed out to General Wauchope took him from the wells.

The troops moved on the morning of the 30th, and arrived late the same night on the heights overlooking, but in no way commanding the town of Rosetta. The old tower of Abamandour is on the summit, which the Turks had shown an intention to entrench. On the morrow it was determined to enter the town, for resistance w s hardly to be expected from the information obtained.

General Fraser, in his dispatch, blames General Wauchope for quitting the heights and entering Rosetta; but there was no alternative, either to carry the place with the means he had, or to cover himself with disgrace by retreating without an attempt to execute his orders. The enemy appeared in some force outside, firing on the piquets, which soon drove them in. It was decided to enter Rosetta in three columns, the grenadiers of the 31st marching to enter it by the gardens that border on the river; the battalion of the 31st to keep to the left, and open a passage through the principal gate; the Chasseurs Britannique to enter by the gate called Alexandrine.

In this disposition for attack no reserve was formed, no corps kept united either to protect a retreat, if it became necessary, or to prevent the enemy moving outside of the town and annoying our troops when engaged in it. This was a great oversight; but what was yet more fatal was, not having explained to the officers and soldiers the species of resistance to be expected, and the means to be employed in overcoming it. Here it is perhaps incumbent to mention, in justice to that brave man who led the attack and sacrificed his life in order to render it successful, that he was probably ignorant of the manner in which the Turks defend themselves when covered by buildings, and that the narrowness of the streets gave them particular advantage.

No instruction beyond entering the town was given: that once effected, it was presumed the enemy would either abandon it or surrender. Some of the Albanians had indeed commenced a retreat, and orders given to fire the town, and certain Christian merchants sent for safe-guards: but a Turk or Orientalist seldom lays down his arms—as he gives no quarter, he expects none; though when occasion offers he will readily fly, yet when no such alternative offers he will defend himself to the last, and sell his life dearly.

[To be continued.]

A VOYAGE IN A CONVICT SHIP.

The wayward goddess who presides over the destinies of mortals, in one of her capricious moods, lately cast me upon "the deep blue sea" as passenger in a male convict-ship, chartered for Van Diemen's Land and New South Wales.

A freight of criminal humanity, made up of the refuse of gaols and houses of correction, was both novel and appalling. The clanking of irons, the prison-like appearance of the vessel, the military guard, and the numerous *et ceteras* to ensure the prisoners' safety, created a feeling of disgust, and I more than once wished myself "far away" ere the voyage commenced; yet was the scene fraught with interest—three hundred criminals on a voyage of expatriation is a humiliating sight, before which the lofty pretensions of poor human nature sink very low.

So much, and most justly, has been said in favour of prison classification that one cannot but be astonished at its entire omission on board. Striplings of twelve, and even their juniors, were jumbled together with the aged and hoary-headed, and the remorse-stricken culprit herded with the hardened and shameless. One is almost tempted to arraign the wisdom of the law in the distribution of justice. Here were many boys under fifteen for comparatively trifling offences; one for shooting a pigeon upon a gentleman's estate; the law presumed his intent was to shoot game, and therefore banished him to Van Diemen's Land in company with villains of the first order in profligacy and experience. Whatever good effects the prison-discipline system may be expected to produce upon young minds whilst under its influence at home, they are utterly obliterated on board, where there are greater facilities and better opportunities of acquiring a thorough knowledge of vice in all its grades and branches, during a four months' voyage, than in any other place whatever. The passions and imaginations of men will not suffer them to be idle, and such indiscriminate associations enlighten the young, confirm the more experienced in the arts of infamy, and expose the Government to the charges of unpardonable apathy and inconsistency. A portion of the prison is, indeed, set apart for the youthful convicts, where during the hours of instruction, they are separated from the others; but these over, all mingle together on deck in tumultuous confusion.

As so many ships are yearly chartered for the transportation of convicts, it surely would be no difficult matter to classify their respective cargoes; and if ever the services of a pious clergyman were requisite amongst the vicious, they become essentially necessary here, during the long passage to the place of transportation in absolute idleness; but once on board, the political good to be effected by the removal of criminals supersedes *la morale*—to render them during the voyage healthy, strong, and in other respects as prepossessing as possible upon arriving at their destination, like saleable commodities, becomes a *sine quâ non*.

Leaving their native country, some for ever, and all for long periods, I was struck with the general air of carelessness that pervaded these men. A few amongst them appeared to feel and lament their condition,

but the majority were reckless of either soul or body. "The ruling passion strong in death" was strikingly demonstrated in their amusements, one of which consisted in forming little parties, hustling each other, and picking pockets; and he who displayed the greatest dexterity in that art which had probably brought many of them into their actual predicament, was pronounced worthy the title of "Captain," and treated with correspondent respect.

The cuddy party, besides the Commander and his officers, consisted of the Surgeon-Superintendent (an officer on half-pay in the Navy) and a Captain, Lieutenant, and Ensign of the guard—the latter, specimens of the rose, shamrock, and thistle—the senior in rank was junior by some years to his Lieutenant, and the Ensign, a half-fledged young soldier from "the land o' cakes," about to join his regiment for the first time in New South Wales—"all honourable men"—but somewhat *fâdes* as companions. "A snug little party," methinks I hear some good-natured uninitiated one exclaim, "of naval, military, and civil gentlemen, all participating in common 'the perils and dangers of the deep,' the only strife amongst whom must be for the largest exhibition of social virtues." Alas! ye of tender hearts, I grieve to undeceive you; if you are ever doomed to "plough the watery main," go not with such expectations. Creation's lord is less amiable, nor anywhere more selfish than upon the ocean; some are absolutely hateful, and few barely endurable.

A strong breeze, and fair, is pleasant enough, because you know it is wafting you to your destined port; but this same strong breeze knocks the ship about so unmercifully that you have no earthly comfort; then stomachic freaks and qualms, and attendant splenetic humours, engendering ill-tempers and ill-manners, produce such an overflow of disgust, "hatred, and all uncharitableness," that if vent were not given, the consequences would inevitably be fatal.

On *earth* there is neither place nor opportunity so admirably adapted for the display of unlovely tempers as a ship at sea, which possesses the additional merit of constancy; surcharged with bile, to be peevish and spiteful, as far as the decencies of society will permit (and these are direfully infringed upon some occasions), are privileges all claim, and they are exercised so generally that none can justly complain of their practice, however sharp may be their attacks. The atmospheric squalls and human squabbles of an India voyage would have put the good breeding of even my Lord Chesterfield himself to the test, and have tried his patience. Now, if this episode make not my readers afraid of contamination—for I am one of the pleasant persons just described—we will proceed on our way rejoicing, and if their agreeable company inspire me not with at least the desire of becoming "*tout à fait aimable, je les permet de m'appeller bête fort ingrâte*" for the rest of my life.

We took in our cargo of crime at the Cove of Cork—the loveliest harbour in the world—whence we were to sail on the following day, but were ultimately detained five weeks by the sudden appearance of the cholera amongst the convicts, with whom the grim king made such terrific havoc that three and four persons sewn in hammocks were to be seen in a morning ranged upon the forecastle awaiting interment, who had died in the short space of six and seven hours. Orders were received to disembark them at Hawlbowline island; there the disease

raged with exceeding virulence for some time, and many deaths were the consequence.

In process of time the vessel was again ordered for sea, the convicts re-embarked, with others from a hulk lying in the cove, to replace those whom disease had disabled, or death carried away. The anchor weighed, we departed with a fair wind, and in a few hours the receding cliffs of old England were lost in obscurity.

Our first Sunday at sea was extremely interesting. At five bells A.M. (half-past ten o'clock) all hands were summoned to the performance of Divine worship on the quarter-deck—the officers, guard, and children stationed upon the poop, the prisoners on the long-boat and waist of the ship, and the crew around the capstan, the latter serving as reading-desk. A convict-ship at prayers is an impressive sight. Here Christianity shines resplendently glorious. Although debarred from intercourse with his fellow-men, the wretched, convicted criminal is not debased too low for the reach of Divine mercy; and the place and circumstances under which such a congregation assembles, and in large numbers, greatly heighten the sublimity of the exercise. All persons appeared to be impressed with devotional feelings; but the benedictory "Amen" was scarcely pronounced ere the spell was broken, and the transition from solemn silence to noise and laughter was sudden as it was painful.

Upon each Sunday, and previous to the service, "the Doctor" (as he was reverentially styled by those under his charge) made a personal inspection of the prison and its inmates, and woe to the delinquent that should be "found wanting" in cleanliness; for upon his shoulders would descend, and in no gentle measure, the weight of a certain "*bâton d'office*" (a large broomstick), with which the doctor was armed upon all occasions, preparatory to confinement, without food, in the "black hole," a small wooden apartment resembling in appearance, but less capacious than a watchman's box.

The discipline was severe; but amongst so large an assemblage of unprincipled ruffians, it was absolutely necessary, and no talismanic wand ever produced more exciting effects than "the doctor's" simple broomstick.

Amidst this horde of furtive gentry was a practised disciple of the "swell mob," who appeared to derive a sort of Satanic satisfaction in imparting to the young the dangerous information he had acquired during a long experience in his "profession." His appearance and address were in his favour, so that he never failed of listeners. He had been transported two years previously, but escaping from New South Wales, he arrived in London within twelve months from the period of his first sentence, and returned to his old haunts and former habits, but was re-taken in Long Acre. Aware that no favour would be shown him in the colony, he meditated an escape from the ship, and formed one or two plans, which were discovered before he had the opportunity of carrying them into effect.

Whilst at Hawlbowline he, in conjunction with two others, succeeded in cutting asunder the irons upon his legs, and the window-bars of the prison, but concealed them with threads until the moment for escape arrived. The island being strongly guarded, this could not be effected without assistance. Amongst the soldiers of the detachment was a pon-

derous-headed, heavy-eyed, thick-lipped, stupid-looking young Scotchman, and he was fixed upon to be their ally, whom they made sure of gaining, through the seldom-failing medium, money. They imparted their plan, and promised him fifty pounds, if he would effectually aid their escape, and actually gave him three sovereigns as earnest of what they were able and willing to do. The wily Scot received the money in silence, and the next time he was to be on sentry was that appointed for their departure; but the face is not always an "index of the mind." Jock looked a fool, but did not prove one. He immediately gave information to the authorities, by whom his statement was found to be correct. The convicts were placed in greater security, and a recommendatory notice of the soldier forwarded to head-quarters, who in the meantime was directed to appropriate the sovereigns to his own use. Foiled in this project, the "swell gentleman" formed another. During the extreme heat in the warm latitudes it was contemplated to permit a given number of the convicts alternately to keep watch at night with the ship's crew, for the purpose of preserving their health, which was no sooner rumoured than advantage taken of it by this man, who, in an incredibly short space of time, concerted a plan to take possession of the ship. He beat up for recruits and quickly found them. The four sentries were first to be secured, the keys of the prison obtained, and their comrades released, when all were to make a rush into the cuddy, and its inmates secured, by death or otherwise, as might be most expedient. These intentions were overheard by a fellow-convict in the doctor's confidence (whom they dared not trust), and were made known by him on the morning of the day this indulgence was to have been carried into effect.

Thus a catastrophe, replete with horror, was prevented by this man's fidelity. The ringleaders were examined and doubly ironed; but, tutored by their daring chief, they preserved a sullen silence. It was, however, found necessary to place the informant in another part of the ship by himself.

Two quarrelsome fellows, named Stevens and Thompson, gave the superintendent infinite trouble; they were young, both under eighteen, but experienced in the business of street robberies and pocket picking. It is said that "honour exists among thieves," Stevens, however, was an exception to the rule; they started as partners, robbed in couples, and agreed to share the spoils; but this fellow was covetous and dealt unfairly; frequent altercations were the consequence, often succeeded by blows. Thompson, the younger, contrived upon one occasion after a good day's haul, to overpower the other in a combat, and possess himself of the whole booty; this event closed their partnership. Stevens, enraged at being beaten by a junior rogue, and losing the property too, swore to be revenged, and to this end closely watched the motions of his ci-devant friend. Very few days elapsed ere his passion was gratified, by betraying him to a "Peeler," (as the policemen are called by pickpockets,) in the act of abstracting the contents of a lady's reticule, as she was passing through the Quadrant. Taken in the fact, the perpetrator was speedily convicted, principally on the evidence of Stevens, and sentenced to transportation.

Months passed away, and the latter had the field to himself; but in due course his turn arrived: he was taken for "an affair" at Ascot

races, convicted, and awarded the same punishment as his former friend. Neither had seen or heard of the other since Thompson's trial, until amongst "the changes and chances of this mortal life," they found themselves placed side by side in the same vessel appointed to convey them from the land of their iniquitous labours for ever. They met with the fierceness of bull-dogs, and were flogged no less than five times during the passage, for its display in fighting, without subduing their rancour.

The soi-disant Hon. Charles Talbot composed part of our freight. He had been a military officer, and it was said had distinguished himself honourably upon two or three occasions; but his Majesty's "half-pay" not being sufficient for his honourable rapacity, he turned swindler upon an extensive scale, and made many dupes ere he was discovered; but an affair *d'amour* with a wealthy virgin, no longer in her teens, whom he had nearly inveigled into a promise of marriage, some way or other produced an éclaircissement, which put an end to his vocation just in time to save the lady's honour and delicacy, and caused him to be sent on a voyage of rustication to the wilds of New Holland, for the term of his natural life. His manners were specious, offensively presuming, and disagreeable; how he carried himself in days of prosperity I know not, but in those of "durance" I never saw one with less of the bearings of gentle life attached to him than this same *honourable Charles;* to have mistaken him, at any period, for a man of rank and fashion, proves the marvellous ignorance of his numerous victims, who almost deserved their fate for such an exhibition of stupidity.

Young Poole was a North country villain of the first order; he had not attained majority, although rendered notorious as a housebreaker; disdaining common robberies, and petty thefts, he embarked on a grander scale, and became infamous in some of the most flagrant burglaries with which the annals of police have abounded for some years. He was the natural son of a wealthy gentleman, well known in that part of the country, by an inferior mother; his features were handsome, and his manners singularly pleasing and prepossessing. Up to the age of fifteen, the father spared no expense on his education, when he abandoned him to the indulgence of a silly, ignorant mother, who, vain of her son's appearance and understanding, suffered him to range in idleness and profligacy, supplying his wants at a rate considerably beyond what the limits of her income prudently permitted: but all was insufficient for his inordinate desires, which nearly ruined her, and this was ultimately effected, by persuading her to dispose of the few trinkets and better articles of furniture, which, together with an annuity, she possessed in right of her lost honour, under the pretence of supporting her son as a gentleman. She was now reduced to the necessity of using her needle to obtain a livelihood; by this time Poole was seventeen years of age, when impatient of the privations of the poverty he had occasioned, he forsook his mother, and soon after joined a band of thieves, with whom he became the most hardened; and as he for a long period escaped detection, was also the most daring. For the offence which caused him to fall under my notice, he was condemned, and but for Sir Robert Peel's Revision Acts of the Criminal Code, would have been executed.

Conversing with him upon his condition, he betrayed no emotion,

save regret at the loss of liberty; he cursed his father for begetting, educating, and then abandoning him, without a trade, or other means of gaining a subsistence; and held his mother in utter contempt: of neither had he heard for three years, and desired never *even* to *think* of them again. The recollection of them excited none but the worst feelings; he appeared to hold them responsible for his abominations, and attributed all his vices to his birth and breeding; he was the slave of impetuous passions, that were never controlled by the reins of self-government. His general course of life gave him no uneasiness, on the contrary, in proportion as his deeds had been bold and dangerous, rose his excitement in recounting them. One action only caused a compunctious feeling. An aged woman, living almost alone in a retired village, who bore the reputation of being a wealthy miser, was marked by Poole and his gang for robbery; they entered her house at midnight, and were so much alarmed by her cries at seeing her idol in danger of vanishing for ever, they deemed it necessary for their own safety to secure her. They bound her hands and feet, placed a gag in her mouth, and immersed her in a pond in her own garden, whence she was extricated some hours after the event, which realized her fears. Poole and an accomplice were soon in the hands of justice, from the circumstance of the former offering for sale a curious old-fashioned watch, which had been an heir-loom in the old lady's family for many generations, and was known to be her property by the person to whom it was about to be sold. She appeared and identified them at their trial, in a state of great bodily weakness and mental agitation, and died three weeks afterwards; an event Poole believed to have been hastened by their cruelty, which, joined to the loss of all she held most dear, is not improbable. Poole was a very singular character, some events in his life were marked with great atrocity, but his manners and conduct were so gentle and docile, that it was impossible not to feel interested in his welfare—his person and bearing were those of a young gentleman.

Punishments were frequent, but indispensable;—a bold, iron-faced fellow, upon whom the small-pox had made desperate and indelible ravages, was brought to the grating six or seven times for thieving and fighting; he was a thorough villain—a thief in grain: his parents were such before him; he was brought up in infamy, and in good truth did justice to his training; he had more knowledge of the prisons of England than any of his fellows; with most of those of Lancashire, Cheshire, Staffordshire, and Middlesex, he boasted an intimate and frequent acquaintance, and discussed the merits of each, according to the degrees of vigilance adopted therein, with the sang-froid of a philosopher. Reckless of either soul or body, upon life he set no value, unless it could be enjoyed in his own way; punishments had no effect upon him. Upon one occasion, when threatened with flogging, he insolently told the superintendent that he would "find back as long as the other would find cats," and was never once heard to utter a groan during the disgusting and painful infliction.

Upon arrival in Hobart Town, and previous to being landed, convicts undergo an examination before a magistrate, prior to which constables are sent on board to measure the heights, note the complexions, features, and distinguishing marks of each prisoner, in a book, which is laid before the magistrate at his judicial visit. Each prisoner

is then examined separately, as to his parents, their place of abode, his and their calling, whether he be married, have any and what number of children, how frequently convicted and for what offences, in what prisons incarcerated, or punishments received? and the answers are registered by clerks (they having been convicts), for the information of the different departments of the government.

The first person called was a young man named Payne, a barber by trade, and a generally useful fellow, particularly during the rage of the cholera, when he was appointed head nurse of the hospital, and by his attention acquired the good-will of the superintendent. "A watch" (in prison cant) brought him to this winding up, about which he had told so many falsehoods that at last he deceived himself; it was supposed to be his first offence, and that its commission arose from real want and distress. But the examination enlightened us wonderfully; after the usual preliminary questions, that of "How often have you been convicted?" was answered boldly, "Never before, Sir." The magistrate shook his head, and turning over a heap of papers said, "I fear you are incorrigible; seven times you have been convicted, and some of your offences have been of a very grave nature, for which you have received four public whippings, and have been many times in prison."

These documents contained a long list of charges against him for six years previous to his transportation. Astounded at the accuracy of the magistrate's information, and abashed at the exposure, he retired in great wretchedness, but was recommended to the indulgence of the government by the surgeon on account of his general good conduct and usefulness to the sick.

An interesting lad, about nineteen, from Lancashire, was the next person called. His history excited a strong feeling of compassion; he was born of respectable parents, but his mother having been early left a widow, he remembered little of his father; the charge of bringing him up, therefore, devolved upon her, a duty which it appeared she tenderly and religiously performed. He received a decent plain education, which, with his natural abilities, might have rendered him an honourable and useful member of society; but (alas! that such things should be) he trod another and more dangerous path. In due time he was articled to an attorney, where for a season he conducted himself well, but the principles of virtue instilled into his youth, had no deeply-rooted foundation. He discarded the precepts of his mother, and sinned wilfully; from bad company and evil habits, he became impatient of restraint, quitted his master, and abandoned his parent, for a set of itinerant actors; here his conduct grew daily more dissolute, and his means beginning to fail, the stage was deserted for a band of lawless men, who had long been the terror of the neighbourhood in the county of Lincoln and that adjoining, amongst whom for three years he distinguished himself before he was apprehended.

During this long period, all communication between the mother and son was cut off. Of his pursuits or his fate she was alike ignorant, but during the painful interregnum she was a prey to the keenest misery, and had awful forebodings regarding him. In an evil hour the tidings reached her that he in whom all her earthly happiness was centered, her only child, whom she had reared with such affectionate solicitude, was a robber in the hands of justice! This intelligence was soon followed by a letter from the lad himself, dated from his prison in London,

whither his destiny had led him in the pursuit of crime, in order, as it afterwards proved, that his career might be terminated, at least in this country. Replete with expressions of repentance and self-accusation, he implored his parent to visit him. The rod of affliction had already fallen with accumulated heaviness upon her, and bowed her to the earth; her cup of misery was now full to overflowing; but the mother's affection overcame all obstacles—in a few short hours her peaceful cottage was deserted, and she on the road to the metropolis. She believed she had wrought herself to the pang of an interview with her lost and guilty child, and fondly hoped yet to lead him to repentance by her prayers and her presence. But she had overrated her powers. When arrived at Newgate, in a tremulous voice she requested to see her son, and was conducted to his cell. The sight of his pale visage, sunken eye, emaciated form, and his person heavily ironed, contrasted with the brilliancy of youth and innocence in which she last beheld him, was more than she could bear—she fell upon his neck in an agony of grief, known to mothers only, clasped him to her heart, uttered a piercingly mournful shriek, but spake not a word, and fell lifeless on the floor. Medical aid was promptly at hand, and restoratives administered, but all efforts were ineffectual: the awful circumstances under which she again saw her son were too much for her—the intenseness of her great grief broke the barrier of life; it was soon ascertained that a blood-vessel had burst, and the vital spark flown for ever.

Thus was the wretched convict in an instant left a miserable friendless orphan. The affecting manner in which he spake of his mother, as feminine, gentle, pious, and affectionate, and accused himself of being her murderer, was extremely touching. These details I had from Wilkinson himself at an early period of the voyage, and they were related in a manner so simple and artless that made an irresistible appeal to the heart. Much was elicited regarding him at the examination, of which no previous knowledge had transpired, and its exposure before the persons who had expressed an interest in his welfare afflicted him greatly. His face during the recital of former villanies alternately exhibiting the burning blush of shame and the icy paleness of death. Suffice it to say that he had been steeped in iniquity, and was a prey to remorse and the pangs of an accusing conscience. If his contrition be, as I hope, sincere, the Government, who will not lose sight of him, may in course of time ameliorate his condition.

This inquisitorial court sat four days, during which many extraordinary facts were published respecting the prisoners, some of great atrocity. Four Newcastle young men, banished for burglary, upon the usual questions being put, declared the offence for which they were then suffering the penalty of the law was their first and only one—an assertion that proved to be grossly untrue: the huge pile of dreaded documents, which told of villanies, convictions, and punishments of several past years, lay upon the table, and of circumstances attending their last robbery of an aggravated nature, the knowledge of which they believed confined to the country whence they were banished. A hawker in a small town near their own, was known to have money generally in his house, and they resolved upon robbing it during his absence. With the exception of a deaf and dumb boy, about fifteen, whom he had brought up from infancy, he was a *solitaire*. They entered the house in the day-time, and compelled this boy by menaces to point out

his guardian's depository, which they stripped, and then decamped—the amount of the booty exceeded 100*l.*—leaving the boy unhurt; fearing, however, that they might be recognised, and the boy make himself understood in the neighbourhood, one of the gang afterwards charged himself with a plan which was executed as soon as formed: a child was engaged to decoy the lad a little distance from his residence, where this man seized and conveyed him to a seaport town, and thence embarked for Waterford, passing for father and son. Here, after a night's lodging, supper, and breakfast, the boy was left at a small public-house, the supposed father having absented himself upon the plea of business, and, under the pretext that the boy would be lost in a strange town, placed him in the care of the landlord until he should return in the evening. In the mean time he decamped, and "mine host," unable to obtain information from the boy, took him before a magistrate, and related the circumstance which had brought him under his roof. The magistrate, equally puzzled with poor "Boniface," desired him to be taken care of at the public expense for the present, and forwarded a notice of the fact to the Government in Dublin. The four fellows who committed the robbery were apprehended in the course of a few weeks; at whose examination circumstances transpired regarding the abduction of the deaf and dumb lad, which implicated them so nearly that search was ordered to be made, and a reward offered for the discovery of the boy. Through this medium he was soon removed from Ireland, and taken back to the house of his patron, where he accidentally saw the child (a boy nine or ten years of age) who called him away, and who had already stated the circumstances under which he had done so: they appeared against the robbers, and recognised the particular person who carried the dumb boy away.

Of these four persons two were under twenty, one twenty-two, the other twenty-eight. The elder was the contriver and performer in the plot just related; they were all good-looking and well-behaved; and it was a striking fact that many of the most atrocious acts of villany had been committed by those convicts whose manners were the most prepossessing: it would have been difficult and have bewildered Lavater himself to trace lines of villany in the countenances of either of these young men, and yet they were desperately abandoned rogues.—So much for physiognomy!

When the returned convict was brought in, he refused to answer any of the magistrate's questions. The authorities were desirous of knowing by what means he had formerly escaped from Sidney; but they could not gain the least information from him. When told that his obstinacy might cost him much severe suffering, he replied that he was aware of it, but that no power on earth should induce him to say a word on the subject; he was therefore ordered to be double-ironed, and informed that he would be sent to Port Arthur immediately; this is a penal settlement, where the discipline is more severe, the labour more fatiguing, and the food more rigidly sparing, than upon any other; being without other inhabitants, it is designed only for the very worst amongst the bad. Unable to make anything of him, he bowed with an air of respect to the magistrate, and was removed.

[To be continued.]

SKETCHES OF MILITARY LIFE IN INDIA.

BY A QUEEN'S OFFICER.

No. V.

As the distance to the scene of intended operations was considerable, and our time limited, arrangements for speedily reaching our ground had been made beforehand. Tents, guns, servants, horses, and provision (for where we were bound, nothing but game was procurable,) were despatched to our destination, and palanquins with relays of bearers were in readiness where the road ceased to be practicable for a wheeled conveyance.

To those who have not passed any of their life in India, it may be necessary to remark, that the country does not afford any of those facilities for travelling, of which England, or even the most benighted parts of the European continent can boast. Putting railroads out of the question, stage-coaches are unknown: and where we were going, a road even was a desideratum. At day-break, after a meal at which our consumption was regulated by the conviction that it was to last for twenty-four hours, we stepped into a buggy and drove four stages; the fifth, which we performed on horseback, brought us to the bank of the Ghâgrâ, one of the tributaries of the Ganges; twenty minutes sufficed to carry us across in a boat of the rudest construction: on the opposite bank our palanquins awaited us with bearers, and relays of these conveyed us to our first halting place. Here let me groan over the misery of travelling *dâk** in a dark night by cross roads, i.e., through ploughed fields: despite of a huge flambeau which the *musâlchî* † was careful to carry, so that the glare and vile odour of the oil wherewith it was fed might assail my eyes and nose, the unfortunates who bore me fell three times during the night, with a violence which threatened destruction, both to my conveyance and my bones.

After having been jolted and battered almost to a mummy, I awoke at day-break from a short doze, with the comfortable sensations of an empty stomach, a hot head, and cold feet; but now the peculiarity, or excitement of our situation, had its effect. It was a fine bracing morning; the sun just rising; we were traversing an enormous forest, relieved only by an occasional glade, where the green turf had recently replaced the brushwood, and giant grass consumed by a temporary conflagration; or, perhaps, an opening would be afforded by the dry bed of a *nullah*, or small stream, from whence the water had receded. At nine o'clock we joyfully spied a speck of white canvass peeping out of the surrounding trees. In this remote spot, under a noble pîpul, we found our tent pitched, and breakfast in the course of preparation. As I hastily divested myself of my garments, and enjoyed the luxury of a bath from a *mussuk*‡ of cold water, I took a glance at the scene around me. On the one hand was an extensive plain dotted with clumps of trees and scanty cultivation; to the rear, the prolongation of the road by which we had arrived lost itself in the jungle; on the other side lay

* Dâk travelling—the oriental mode of posting by palanquins and bearers.

† Musâlchî—the bearer of a musâl, or torch.

‡ Mussuk, a large leather bag, in which the bhishty, or water carrier bears his burden.

the *chour*, or large dry basin, covered with waving yellow grass about three feet high, in which we expected to find our game: immediately round us was a more animated scene; a pair of camels, the ugliest of all ugly animals, were reclining and lazily chewing the cud over some branches of trees; a little apart stood an elephant with a bough in his proboscis, with which he was fanning himself and whisking away the flies; to the left our saddle-horses were picketted under the shade of some trees, at the root of which our *saïses** had constructed a sort of tent for themselves, of a blanket thrown over a ridge pole of bambû; whilst our *tattûs*,† indispensable beasts were neighing and struggling to extricate themselves, for the purpose of indulging in their favourite recreation of fighting. To the right of the tent stood five greyhounds, whose looks gave promise to us of hare soup in the evening: at a short distance, a spot half enclosed by mats, showed where the culinary operations were going forward; and I certainly watched with no little anxiety, every dish and plate as it passed and repassed, until our major domo approached with the blessed tidings of *Hâzrî mez pur hâi*.‡ I may observe, *en passant*, that the said major domo, at a subsequent period of this excursion, displayed a fertility of expedients, a skilful economy of his resources, and a laudable esprit de ménage, which could only find a parallel in that pattern for servitors, Caleb Balderstone, the faithful follower of the Master of Ravenswood. A *gorait* § was already in attendance, and having been furnished by him with the requisite information, the mandate went forth for all parties to proceed to the spot indicated. The elephants were immediately burdened with their howdahs, in which guns and ammunition were placed, horses were saddled, the greyhounds placed on *dûlis*,‖ and the whole party, including about fifty beaters, were despatched to the intended scene of action.

Our anxiety to commence operations made us hurry over that important business of replenishing the inner man, and in the course of half-an-hour we mounted our tattûs, and hastened to overtake our advance. The main object of our excursion was to shoot florican, and our intention was to visit such places only as were likely to afford that game: the florican is a bird of retired habits, and frequents chiefly a description of long grass which springs up in those low spots where the water lies during the rainy season: it belongs to the bustard species; is, in size, equal to a full-grown hen turkey, and, by epicures, is esteemed the most delicious of birds.

On reaching our party we immediately formed a line of beaters, covering an extent of about two hundred yards; our horses and ponies were led close behind, and the elephants a short distance to the rear, lest the noise of the approach of such unwieldy monsters should disturb the birds too soon. In due time the work of destruction commenced, and at dusk, after a tolerably successful day, we hastened homewards to dinner—a meal to which we were prepared to do ample justice. This accomplished, it required no effort to fall into a slumber which lasted till sunrise the following morning.

Ten o'clock found us again in the field on fresh ground. It was one

---

* Saïs, a groom. † Tattû, a pony of the native breed.

‡ Breakfast is on the table.

§ *Gorait* (pronounced go-right), a guide,—not a bad name for one professing such an occupation. ‖ Litters.

of those lovely mornings which now and then occurs during the cooler season in India, and which, from their rarity, more particularly claim the admiration and gratitude of the exiled European, and seem, at the time, almost to compensate to him for his sufferings during the antecedent months. No longer "cribbed, cabined, and confined" in a dark room, from whence fresh air, as well as light is excluded, and where the only sound which falls upon his ear is the rustling of the punkah over head, or of the burning wind without, he now hastens abroad to inhale the pure air, and suddenly feels himself inspired with an energy and spirit of activity to which he has long been a stranger. The rising sun gradually dispels the mist which has been hovering over the ground, and its genial rays now seem only sufficient to counteract the keen bracing temperature of the atmosphere. Both in the animal and the vegetable world all appears in the plenitude of life and health.

In the region in which I then stood, I had only to regret that man had hitherto done so little towards reclaiming it from uselessness, and the beasts of the forest. Not more than one-twentieth of the Turai is, I believe, under cultivation. This is not to be attributed altogether to the want of enterprise or capital, but mainly to the malaria which prevails during the hotter months. The want of free ventilation in this wilderness of trees, and the pestiferous exhalations from rank vegetation have proved so fatal to mankind, as to oblige them to desist from their labours in this quarter. Man's chief auxiliary in his struggle for supremacy in these regions is fire, by means of which, immense tracts are cleared every year; but the herds of half-starved buffaloes and cows which are subsequently turned on, to pick up a scanty meal, are unable to keep pace with the vivifying power of nature, which quickly repairs the ravages of the devouring element. But to return from this long digression. I have said that at ten o'clock we again took the field: as we jogged along on our tattûs towards the rendezvous, my eyes were almost constantly fixed on the Himalayan range, which, with an apparent third of its height clothed in snow, was distinctly visible. This day we had excellent sport, although the florican were scarce: the greyhounds, on the other hand, had plenty of occupation: elevated in our howdahs, we immediately discerned any hare that ventured from her form,—the holla was given,—the dogs were slipped, down went the elephants; we sprung to the ground, and were on our horses, and away in a trice. Thus, between shooting and coursing, our sport was of a varied and most exciting description.

The next day we moved our camp: starting on our tattûs after breakfast, for the new ground, and returning in the evening to the tent which had been brought up during the day, we found it pitched in one of the wildest situations I ever beheld; it stood on the only visible spot disencumbered of jungle, on a rugged bank overhanging a deep ravine, through which wound a stream fordable by the elephants. The sides of this channel over which we were perched, were covered with a tangled thicket. Beyond the ravine and stream was low ground, overgrown with grass and rushes eight or ten feet high, impassable, except on an elephant: the whole tract swarmed with hogs, deer, chikor,* and other game. Whilst on foot, during the day, I was constantly startled by the

* Perdrix rufa.

deer brushing close past me; and never shall I forget the expression of countenance which one of the Chuprassis wore as he rushed out of the long jungle, bellowing at the top of his voice, "Shîr! shîr!* bhalû!†" In answer to my inquiry regarding the cause of his consternation, he declared that he had come upon some beast, he knew not what, whose glaring eyes suddenly confronted him; he staid to ascertain nothing more, and was by no means inclined to follow up his discovery: the elephant soon set the matter at rest, by driving out an enormous boar, which was descried dashing through the jungle at a slapping pace, and making for the stream. Even had the game been less plentiful here than it proved to be, I would fain have bestowed another day upon this spot, for I found a charm in its peculiar loneliness and wild desolation. At sunrise, on the following morning, when I rose to put my guns in order, I stepped out of the tent and glanced around:—a thin fog was rising like steam from the low ground in front; every blade of grass was bending under the burden of a heavy dew, which was falling rapidly in large drops from the trees and bushes; not a trace of a road appeared in any direction, nor could a field or any sign of cultivation be observed; around was a forest of noble trees interlaced with gigantic parasitical plants, whilst below every interval was choked with underwood: the only sounds to be heard were the chattering of chikor, the screaming of peacocks, and the incessant crowing of jungle fowl. Thus our days slipped on, diversified by a constant change of scene, whilst abundance of every variety of game afforded employment for guns, dogs, and horses, until the time arrived when it became necessary for my companion to re-occupy his seat in Kutcherrî, and for me to resume my place on the rolster.

Our regiment was permitted to remain undisturbed at Gazipûr for five years, but such is the restlessness of disposition generated by a military life, that the mere circumstance of a change was hailed with some degree of pleasure by many, although it was certain that any move we were likely to make must be for the worse. Our destination was eventually fixed for Burhampûr, where we were to come under the influence of the half-batta order, a measure certainly the most odious of all the hateful innovations which distinguished that iron age of India —the Bentinck era. Of this memorable order it is difficult to speak with temper, since, viewed in any light, it appears to be one of those unaccountable proceedings which Governments sometimes adopt, without being based either on justice or policy, and which seem calculated only to exasperate the governed, without conferring any advantages upon the governing.

Let us analyze the measure with reference to the benefits which may have been contemplated but which have *not* accrued to the Government, and the impolicy of it as regards them. Their only object, ostensible or otherwise, was retrenchment. But how inadequate to this end was the half-batta order? The saving effected was too contemptible to be felt or taken into consideration: the pay of the army at large was not reduced; the deprivation applied only to the officers, and not to the men; and how trifling a sum would the half-batta of the officers of fourteen regiments (King's and Company's included), and the staff of

* Tiger! tiger! † Bear!

four stations appear, when considered with reference to the revenues of the Bengal Presidency: and in grasping at this unsubstantial shadow of economy, the rulers lost what, alas! they are never likely to recover —the confidence of their servants, and that uncalculating zeal, that cheerful fulfilment of their duties, which can alone render service profitable or satisfactory either to the employers or the employed.

After this mischief had been done, and a mass of odium incurred which can never be obliterated, we see the Government compelled, after seven years' experience, to make a tacit avowal of the inefficiency of the measure to accomplish the end they had in view, by a modification of the scheme, in the shape of a partial return to the former system; the Court of Directors having recently passed a measure granting full-batta to officers at stations exceeding 200 miles distance from each presidency.

It was, perhaps, too much to expect from perverse and sordid legislators, that they should, even after a lapse of seven years, make a full and frank acknowledgment of their deficiency of information or want of judgment; so that, under the circumstances, we must be content to applaud them for this gleam of liberality, which, however, I believe, will prove very partial in its operation—I mean, that it does not bring relief equally to the three presidencies: if it have not a more extensive application at Madras and Bombay than in Bengal, it is almost a dead letter. In the last-named presidency only one station will be rescued from the blighting effect of this ill-judged measure.

I must here point out what I have never before observed to have been prominently brought to notice, namely, that the grievance now under consideration has fallen with undue weight upon his Majesty's infantry regiments stationed in the Bengal presidency; and even admitting the order just alluded to, it will still press upon them with disproportioned severity. Hitherto there have been five half-batta stations in this presidency, viz.—Fort William, Chinsura, Burhampûr, Danapûr, and Barrackpûr. In each of the four first-named, a European regiment constituted a part of the garrison; the fifth has been exclusively occupied by native troops.

The following scale, in connexion with the subsequent reference to their relative numbers, may be, in some degree, explanatory of the comparative pressure of half-batta upon the King's regiments, and those of the Company.

Of ten stations for his Majesty's infantry in the Bengal presidency, four are half-batta stations: thus—

		Garrison.	
1. Fort William	half-batta	1 King's Regt.	No N. I. Regt.
2. Chinsure	,,	,,	,,
3. Burhampûr	,,	,,	1 Regt. Native Infantry.
4. Danapûr	,,	,,	2 do.
5. Huzaribâgh	full-batta	,,	Local Battalion.
6. Gazipûr	,,	,,	2 Companies N. I.
7. Kanpûr	,,	,,	Native Infantry.
8. Mîrut	,,	,,	,,
9. Kurnâl	,,	,,	,,
10. Agra	,,	,,	,,

There are but eight regiments of King's infantry on the Bengal establishment, which, in consequence of the recent garrisoning of Huzari-

bâgh, leaves one station vacant at present, whilst the remaining one is occupied by the Company's European regiment. Total King's regiments on half-batta, three. Out of between forty and fifty stations for the Bengal Native Infantry, three only are half-batta stations: thus—

1. Barrackpûr	7 Regts. N. I.	No King's Regt.
2. Burhampûr	1 do. do.	1 King's Regt. usually.
3. Danapûr	2 do. do.	Either 1 King's Regt. or the Company's Europeans.

Total Company's Regiments on half-batta—10.

There are seventy-four regiments of Native Infantry numbered in the Bengal presidency, exclusive of local and extra battalions.

It would appear from the above, that out of eight of his Majesty's infantry regiments, there were never less than two, usually three, and that there might have been four, in the receipt of half-batta—the measure thus affecting about three-eighths of the whole number, whilst the proportion of native infantry on half-batta is ten out of seventy-four, or less than one-seventh of the whole.

By the recent order, one station, Danapûr, would be enfranchised, reinstating upon full-batta one European regiment and two of native infantry.

Lastly, when it is taken into consideration that each King's regiment has a complement of officers double that of a native regiment, and that it is upon the officers only that the privation falls, the ratio will be altered materially to the prejudice of the King's army*.

I will here close this thankless subject, in the hope that the same conviction which has produced a partial repeal of the half-batta order, will speedily lead to its total abrogation.

The measure is, and always was, indefensible; and now that a tacit and tardy acknowledgment to that effect has been wrung from the authors of it, let no false pride deter them from completing the work of reparation in its utmost plentitude.

Towards the close of the year 183— we received our route for Burhampûr, and on 20th December we marched out of the cantonment of Gazipûr at 4 A.M. It had rained with little intermission for many days, and the roads were consequently in a wretched state; we reached Muhummudabâd, completing our first stage of fourteen miles by about eight o'clock. One of the most indispensable members of your retinue on a march is a *baughi-burdar*, a man who carries a *baughi*, or split bamboo across his shoulders, from one end of which depends a *petara* or covered cane basket, containing breakfast and dinner equipage "for one," whilst to the other extremity is attached a chain, an earthen guglet, a brass basin, and perhaps an abridged toilet apparatus. This man is expected to keep up with, or a little in advance of, the regiment, to secure to his master everything which he may require until the arrival of his tent. I had carefully selected my *baughi-burdar* from a host of candidates, for the superior breadth of his shoulders and the muscularity

* The two regiments of Dragoons are always at a full-batta station—one at Kanpûr, the other at Mîrut. The Native Cavalry, amounting to ten regiments, are likewise always on full allowances, and in the Upper Provinces; the lowest Cavalry station being Sultenpûr Benares.

of his legs, but it proved that I was deceived in my estimate of his powers, for on reaching our ground my eyes wandered in vain, without resting upon him or his precious burthen; and as breakfast was immediately served in the mess tent, and voracious appetites were in vogue, my chance of a morning meal was every instant becoming "fine by degrees and beautifully less," until a brother officer relieved me from my predicament, by making over to me a superfluous cup and saucer which chanced to turn up. I would however earnestly caution others from trusting to the exuberant resources of their friends.

An enumeration of our marching establishment may perhaps startle the uninitiated. Eighteen elephants and forty-three camels carried the tents of the regiment, sixty-two in number; this did not include those belonging to the officers who provided their own carriage; thirty more camels were employed by the Commissariat, who had hackeries in addition, to convey the public stores; the men's bedding and cooking utensils were carried either upon pack bullocks or hackeries, the bedding of six men constituting the load for a bullock.

One of the chief difficulties on a march through a country inhabited solely by a native population would appear to be the supply of fresh bread; but this was regularly served out daily to the regiment. The contract baker accompanied us, and every alternate day ovens were excavated in a hillock, a rising bank, or wherever a favourable spot presented itself for the purpose, and better bread than was furnished by this rude apparatus no one could wish for.

Our next march brought us to Kutwa on the left bank of the Ganges, which river we were to cross here; our encampment was within three hundred yards of the ghât for embarkation. The boats were prepared, and early the following morning the regiment crossed, and marched past the old fort of Buxar, which faced our late encampment. We halted in a splendid grove of mangoe trees, planted with great regularity in rows extending about eight hundred yards in length and three hundred in breadth. The clouds had been gathering heavily since midnight, and after breakfast they fulfilled their promise by pouring down a deluge upon our hapless heads; but few tents had come up, owing to the delay of crossing the river; at noon, my tent with baggage and horses made its appearance: the ground was then a perfect swamp, but everything was thrown down most unceremoniously.

Now came home to every one the misery of a camp in wet weather. Your tent is steeped in water and mud, from which it is almost impossible to raise it; when at length it is pitched, the inclosed space is just as comfortless as the exterior, for no rug can be laid down, no trunks placed in it. Your servants are disinclined to work, and sneak away to smoke; your much-wished-for toilet must be indefinitely postponed, and in India an ablution and change of clothes after a march is something more than merely desirable. Your bed is probably wetted in spite of the oil-cloth which is laced round it; your horses are standing unsheltered in the rain, and in short, disagreeables of all sorts are staring you in the face.

This state of things is even worse than being destitute of tent and bed, for in that case you are prepared beforehand for the worst; you may then choose the highest spot of ground you can find, seat yourself in the rain and mud, and compose yourself until it shall please God to

send you sunshine to dry and warm you, and at all events you are free from anxiety about your cattle or property.

The rain which had nearly drowned us had at the same time rendered the roads impracticable for our beasts of burthen, so that we were condemned to remain in this region of mud for no less than three days, one of which was Christmas-day; a more comfortless one I never passed—at dinner some desperate efforts were made to be cheerful, but our mirth was melancholy, and our laughter rather lugubrious.

The fort of Buxar, though still forming a command, is in a ruinous state; it is quadrangular in form, with two long and two short faces, that towards the east having a slight variation to guard the gateway. At the salients are small towers pierced with three or four embrasures; some old 12-pounders are mounted. The counterscarp and escarp deviate at present so far from the perpendicular, that one of our officers led a horse down into the ditch (about eighteen feet) up the escarp at one of the salients, and from thence over the parapet to the terreplein of the rampart. The buildings in the interior are chiefly occupied by invalids of the Company's army, and the command is held by a Colonel on the same establishment. Buxar is distant from Gazipûr twenty-seven miles, and from Danapûr cantonment about seventy-four. We crossed the Són at Koëla-ghât; the bed of the river here was about 1100 yards across, of which two-thirds were dry. At Barûn, where I had on a previous occasion crossed the Són (when on route from Calcutta to Gazipûr), the river was three miles in breadth, although Barûn is more distant than Koëla-ghât from the point of confluence with the Ganges. The approach to Munniah, a large native village, where we completed one of our stages, claimed our attention, albeit the heat, dust and thirst which tormented us at that time might have sufficed to extinguish the ardour for the picturesque even in a Doctor Syntax. On the skirts of the village, at a sharp turn of the road, we opened a spacious tank, the margin of which on two sides was occupied by buildings, the back ground filled in by lofty palm trees, tamarinds and dates. The tank was deep and supplied with clear water; the structure situated on the northern face contains the mausoleum of Mukhdûm Shah-u-Dowlah, whose sanctity is here held in repute. The building which rises over the remains of the saint is surmounted by a cupola; each of the side walls contains three tiers of three windows or apertures, perforated through the stone in a variety of fanciful flower patterns, the execution of which is highly creditable to the artist. The whole is surrounded by an open verandah, in which some Arabic verses from the Korân are sculptured in compartments overhead. I observed that there were no means of ascending to the top of the building, and as this was an unusual omission, I inquired the reason. My pious cicerone affected to be horror struck, and pointing to the characters on the roof, urged the necessity of guarding against the possibility of such sacrilege as trampling over extracts from the holy book. The temple is flanked on both sides by a serai, affording accommodation for travellers and the servants of the establishment. There is a descent to the tank by a concealed flight of steps; the main road bounded the water to the westward, and on the eastern bank a ghât of masonry was terminated by a range of small buildings emerging from and partly hidden by dense and varied foliage. In rear of this I found a small enclosure containing some un-

pretending tombs, and a statue in stone of a lion seizing a young elephant. The lion, the size of life, is composed of several pieces joined together; some portions of both figures were missing, and the elephant was altogether disproportionately small. The spot was on the whole worth more attention than I could devote to it: my cicerone assigned date of the erection of the temple to the reign of Jeehân Gîr.

In passing Patna I dedicated a few hours to a stroll through the city. By dint of threading some of the filthiest lanes in the world, and stumbling up the darkest and most treacherous of staircases, I reached the studios of several of the Patna Apelles. In general all the productions of the native artists are more remarkable for the high finish and pains bestowed upon minutiæ—such as the dress, jewellery, &c., in miniatures upon ivory—than for freedom or correctness of outline. In short, they begin to paint without knowing how to draw, and thus their works are valueless, except as mere curiosities.

On the march it was almost my daily practice to visit the elephants in the evening at feeding time. It is instructive to gaze upon these huge monsters, and observe them walking about at liberty, each following a diminutive native (perhaps a child) to the spot where his meal is being prepared by his attendant. We gratefully reflect upon the provisions of that Almighty wisdom which has ordained that all creatures in this world which man may require shall be subject to him. In the elephant we find that extraordinary instinct and comparative gentleness of disposition without which it were vain to expect that mortal efforts could render available for any useful purpose, the strength with which these giants of the animal world are endowed.

> "How instinct varies in the grovelling swine,
> Compared, half-reasoning elephant, with thine!
> 'Twixt that and reason what a nice barrier;
> For ever separate, yet for ever near!"

Each of our elephants received from ten to twelve sîrs of ata*, which is made into cakes of a sîr each; these are kneaded with the greatest cleanliness, and baked or rather toasted on a tin plate; they are about ten inches in diameter, and, when sufficiently cool, the mahout doubles one in half, and tenders it to the elephant, who as soon as he has received his allowance, readily returns to his berth. The chain is affixed to his leg, and he resumes his occupation of munching branches of the burgut and pipul trees, of which an enormous pile is always before him: the leaves he always strips off and rejects, except at that season when they are young and tender. The first duty of the elephant after he has brought his load to its destination, is to sally forth to procure forage for himself. The mahout ascends the first tree he finds with a stout knife or chopper in his hand, and the elephant waits to be laden with the fruits of his labours.

* Sîr, a weight of 2 lbs.—ata, coarse flour.

A SERMON ON GAMBLING.

ADDRESSED TO THE UNITED SERVICE.

"There was the preux Chevalier de la Ruse,
Whom France and Fortune lately deigned to waft here;
Whose chiefly harmless talent was to amuse;
But the clubs found it rather serious laughter,
Because—such was his magic power to please—
The dice seemed charmed too with his repartees."

BYRON.

So much has already been written and said on the subject of gambling, and apparently without much effect, that it may be thought a work of supererogation to grapple again with this vice. Still I think it incumbent on me to say a few words, by way of warning to my professional friends, especially at the present time, when temptation is held out in every direction. Each visit that I pay to London do I observe these haunts to take in the unwary increase, without apparent limits, to the infinite discredit of our home Government, and to the magistracy in particular; and as these dens stand right in the path of young men who frequent the clubs, too much cannot be said in way of caution, even though a part should fall to the ground unnoticed.

According to the views of different persons, gambling will be looked on as a vice, a passion, a propensity, or a relaxation. Under whatever head it is placed, there is nothing of greater antiquity or of more universal prevalence. It commences with the boy the moment he learns the relative value of things, and continues with him during life, unless modified by reason and education. Scarcely a man, or even woman, that has not either played for something, or in some way or other put themselves under the control of the doctrine of chances. The retired pedagogue, or well-preserved dowager, who sit down to play a certain number of sober rubbers of sixpenny whist, would be infinitely shocked if any one was to hint that they had anything in common with the gambler; yet the feeling they have of inward satisfaction as they pocket what pays for their chair hire, and halfcrown besides, are very nearly akin to those who walk off with their hundreds from the clubs. If horse-racing, card-playing, and dice were abolished to-morrow, new sources of trying luck would be invented the next day. A noble lord, well known in sporting circles, and to whom as many good sayings have been attributed as to Talleyrand himself, was waiting at Staines with a friend the advent of Ascot races, when, feeling a want of some excitement, his lordship sent for a couple of fishing-rods, and challenged his companion to a gudgeon match a *pony* a fish.

This differs only in form from the bet between two Cockneys of a new hat, whether a waggon standing on a weigh-bridge weighs nearer fifteen or sixteen hundred-weight. Chances have their share in almost all professions and occupations of life. There is an old but true saying that the Navy and Army are all a lottery. The same may be said, in a more modified sense, of the Church. The doctor, although he sometimes wins, oftener finds the odds against him; while the merchant alternately feels the exaltation of a good spec, or has to put up with losses against which no foresight could guard. What are the dealers in corn and hops but gamblers, not to speak of the dabblers in the

funds, the traders in time-bargains, and the concoctors of all manner of companies, and vendors of shares, who, as Sir Toby Belch says, "keep on the windy side of the law," and back out of their schemes when they can pocket the premium? The savage and the half-civilized man are equally prone to gambling, which extends in all ranks through the whole of the new republics of South America, fills invariably the leisure hours of the natives of the Indian archipelago, and is the origin of all the wars of the African continents, which are no other than speculations of slave dealers. The leisure of men in a highly civilized state leads exactly to the same results, produced by avarice and want of excitement.

With so many facts of this nature constantly before his eyes, I can scarcely believe that such a statesman as Mr. Canning could have ever uttered what has been attributed to him, namely, that if he lived, and continued First Minister, he would introduce measures effectually to put down gambling. This would have been enough for one session; and the next I should have expected a bill to gag all liars and promoters of scandal; followed by a law to prevent women from scolding, and men from getting drunk. I believe that this vice in England can be only subdued by the moral sense and feeling of the people, aided by judicious and moderate restriction; but that any positive law, aided by the power of the police, would fail to put an end to the practice, and probably might increase the evil meant to be cured. The bearing of this question has been so frequently discussed, as relating to general society, that I shall proceed to point out how it bears on the two professions of combatants. Although it might be supposed at first sight that the nature of the life which people lead at sea might have a tendency to nourish this mode of passing the time, yet such is not the case in the Navy. The time of the officers, whether in peace or war, is so fully occupied by their duties that they have scarcely more of that commodity at their disposal than serves for the purposes of meals and sleep.

I have heard it once said by a man who had himself a great horror at the sight of cards, that he did not know which would be worse on board a man-of-war, a drunkard or a gambler. I should say the first much the worst, as he never can be trusted. He can, and generally does, play a solo in tippling; but the gambler must have an associate. Should he procure one, that makes the matter doubly bad; but there is nobody for him to seduce except the officer of marines and the purser. The gambler, too, although he might neglect some of his duties, at least retains his senses for moments of danger or difficulty. The unceasing routine of duty on board ship leaves officers small leisure for play of any sort; but the reverse is the case in the Army.

Although during the activity of a campaign a man may not seek for any other *play*fellow than *one Morpheus*, yet the sometimes long intervals of cantonments, devoid of other resources, occasion an indulgence in the propensity to play. The first occasion of this kind on something of a large scale which I recollect was the return of the army of Egypt to Malta, when they were held together for the purposes of ulterior operations, or to wait for orders from home, and in the meantime they received six months' arrears of pay. O[illegible] thought that such an infliction might have been borne w[illegible] titude, but the possession of so much *ready* was op[illegible] ds of

some, and burnt in the pockets of others. To relieve both these classes of sufferers some excellent and charitable persons established an evening coterie of lansquenet* to relieve the ideas of one class, and *vider le gousset* of the others. They commenced operations with a full sentiment of the propriety of their measures. The first meetings were, I think, in an apartment of the building then called *il Conservatorio*, adjoining the Governor's palace, and they continued there for some time unmolested. At length General Villettes got notice of the proceedings, and although one of the most indulgent and gentleman-like persons in the world, he took a prejudice against this species of pastime carried on just under his nose; he therefore sent the Captain of the main-guard to clear the country, with authority to put any recusant in arrest, whatever his rank; and to take with him a few files of the guard to enforce the orders.

Driven from this position, *Company and Self* took refuge in a room which they hired from a man who kept a billiard room, where they thought themselves secure. However they had reckoned with their host, they had reckoned without their General, as they had scarcely begun to feel themselves comfortable, when the ill-omened visage of the Captain of the guard appeared among them. The Maltese man's house was not his castle, and turn out they must. They then broke into small parties, and changed their hours of meeting to the morning when driven out at night.

The Christian names of General Villettes, who was, I believe, of French origin, were William Anne, and he was the best dressed, and most precise-looking soldier I ever saw. He used to pass a considerable time during the forms of guard-mounting in front of the palace. At this period it was a saying among the worshippers of Chance, "Come, let us go and have some *lammy; Nancy* is just coming out of her bandbox to go to parade." Nancy, however, proved too much for Shuffle and Cut, as they were driven from pillar to post, and finally put down.

While this *reunion* was in its palmy state, there was among the principal performers a German, Baron Waldeck, a Captain in one of the foreign corps. This interesting hero had a run of great luck, and when he dealt he pulled in the stakes in a very rapid fashion, talked magnificent, and on the occasion of a dispute about a doubloon he tossed the piece of golden dirt through the window to show his contempt for lucre. He had, he said, hurt his left hand, and he always appeared with a bandage over it. One night an officer in the same regiment with me was seated next the baron, and in no very good humour, having lost all his stock in trade, a great part of which he had seen pass to the heap in front of his next neighbour. Having lost all his money, he continued to look on, and, whether his eyesight had been sharpened by his disappointed feelings or not, he thought he observed under the bandage on the baron's hand the corner of a court card; he redoubled the vigilance of his observation, and at last made sure of the fact. Starting up, he

* The game of lansquenet is now so seldom used that it may be as well to say a word of its origin, and how it is played. It takes its name from the Lansquenet mercenary German soldiers, many of whom served under Wallenstein. The game is very simple: the top card, after cutting, is *brulé*, the next thrown out for the company, and the following for self; the remaining cards turned up in succession till one or other of the above denomination comes. At Malta it was familiarly called lammy.

pinned the German's fist and its contents to the table, and at the same time expressed his suspicions, which were in a moment verified by stripping off the bandage, and exposing a regular batch of cards so disposed that Company must always lose, and Self gain. This trick was the more easy to effect, as two, and sometimes three packs of cards were thrown together to prevent the chances of calculating the cards to come up. It would have been well for the baron to have had his seat of honour padded like the back of the clown in a pantomime, as so many feet were applied to it in an instant as sent this German noble down stairs without counting the steps. The next day, by a Maltese municipal law, he was put into prison until he refunded his winnings, and of course lost his commission in the British Service.

Another forfeiture of the same kind arose from these gambling transactions that drew more commiseration. A young man, an officer in the 20th Regiment, used to attend these meetings: he lost all that he had, and all that he could borrow. Going to the Paymaster's quarters to try to raise the wind, he found he was not at the moment at home, but was expected directly. He had left the key of his safe on the table; the temptation was too great for the young man—who, however, feared to apply it immediately on account of the expected return; he, therefore, carried off the key, which he took to the armourer, and bribed him by the promise of a large sum to make one similar, and he left the original one where he found it. Watching the absence of the Paymaster, he applied the false key, and obtained a considerable sum in Spanish dollars, which he took to what was familiary called the *Lammy Shop*, and there lost it all. Not being able to fulfil his bargain with the armourer, the latter *peached*, and the unfortunate youth was placed in close arrest, tried by a General Court-martial, found guilty, and the sentence was that he should be dismissed the Service with every mark of ignominy; which was carried into effect on the public parade, by the Drum-Major cutting off his epaulette and throwing it under his feet, and then breaking his sword above his head, and throwing down the fragments; and in this plight this unfortunate victim of gambling sneaked off the parade of his regiment, with what feelings I leave to every young man of honour to guess.

Several other discreditable affairs of a minor description took place at this time, and one or two duels were fought in consequence.

The two great gambling shops at Lisbon were a considerable nuisance. Young men from the depôt at Belem used to frequent them, and acquired a taste for play which they tried to indulge in when they got up to the cantonments. After the different campaigns long intervals of rest ensued; and in a country without resources, except to the sportsman, much temptation to play was held out. The Duke gave the Army a great moral as well as physical lesson, in having a pack of hounds in Portugal, which afforded healthy exercise, amusement, and excitement to many who might have employed their time and money in play—which existed in some of the divisions to a considerable extent, brag and unlimited three-card-loo being the fashion of the camp.

There was, unfortunately, no money—I say unfortunately, because if there had been, many would have looked twice at it before they staked it at cards; but the system was all on *tick*, the currency being kept up by tokens—as a key standing for 50 dollars, a pencil for 100, &c.,

which were booked at the end of the day in the shape of I. O. U's. This plan led many a poor fellow into a hobble: with the usual carelessness of soldiers, they thought nothing of losing large nominal sums, which they further thought might be cancelled by the death either of themselves or of the man to whom they owed the money. Unfortunately, the creditors appeared often to bear a charmed life, and the poor debtor was in many instances kept with his head under water for years afterwards, to cancel the claims created under this currency of keys and pencils.

The Army being broken up in 1814, partly to go to America, and the rest to return home, other ideas succeeded, and play was laid aside. But the events of the next year revived it. When the troops were all in bivouac in the neighbourhood of Paris, I have often seen the youths rise with the lark on the 25th of the month, to be betimes with the Paymaster, and then off to Paris to dine at Verey's—where, they say, they killed the cook by making him dress so many dinners of fried soles and potatoes; and when they had thrown in a *quant. suff.* of Laffitte, or Château Margeaux—the dearest, and not the best wine in the capital—they proceeded to the several places where people are so soon eased of the unpleasant load of five-franc pieces. Amongst the shops of that description in the Palais Royal, No. 9, (it does not now exist in that shape), there was at the entrance the usual roulette, then rouge et noir, then a billiard-room; and beyond that, at a certain hour, *les battans de la porte* were thrown open, and a *salon* discovered all ready, company included, for what our neighbours call *un bal de société*—it was, indeed, quite sociable, and not the least formality observed; away in the "far west," beyond this temple of Terpsichore, was a supper-room.

Now it sometimes happened that the month's pay of a subaltern did not last long enough to carry him to the gastronomic termination of this suite of apartments, or if it did, he found it evaporate in his passage back through these enchanted chambers; the next morning he crept back *sans le sous* to the Bois de Boulogne, to feed on his ration of French beef, soft tommy, and black strap (sour), until the auspicious day, the 25th, again rolled round. I recollect one youth who thought himself a brilliant exception; having won two hundred Napoleons, he gave a supper to his friends, where the Sillery flew fast; he then returned to increase his funds at the whirligig of roulette, but his own stock was soon sucked into that vortex, and he returned to camp *comme les antres.*

Connected with the subject of gambling, I have every sort of dislike to the system of lotteries as a means of revenue, because it puts the government in the position of a player cheating its own subjects; and in this view the French lottery, though fairer in its chances, was in other respects worse than our own, as by the smallness of the *mise* it held out a diurnal temptation to those who had the least to spare to stake their franc or two; and as the drawings were about three times a-week, there was no end of the excitement.

Although I think the lotteries on this account very reprehensible, yet I cannot see that the houses for play were so very much to be condemned; they were under very strict regulation; officers of the police were appointed to overlook the proceedings, and persons attached to the system, whose business it was to see that the roulette tables were properly

constructed, and the pivots on which they turn correct, and all unfair means kept out of the way; in point of fact, a person might go into any of these houses with the certainty that he would be neither cheated or intimidated; he knew the odds were, as Sam Weller says, "raytherr" against him, and that he could not lose more money than was in his pocket. No I. O. U, post obit, or other paper kite of any use, and in addition to these regulations, young men were rigidly excluded. I was much amused with a young friend of mine, who teased me to take him to one of these houses for curiosity. I told him I would, but that I did not think he would be let in on account of his juvenile appearance; he laughed at the idea; he had written himself Homo, had been dubbed a man at Oxford long since; he thought it was a pretence on my part to keep him out of temptation, and was more pressing. My guess was right, they would not let him in, though he pleaded his twenty-one years, and he left the place in high dudgeon at the doubts of his virility.

If they had demanded an admittance of ten francs from each person, it would have deterred all the small tradespeople from frequenting these places, and left nothing in the way of regulation; they have, however, abolished *la regie de jeu*, to the annoyance of the Minister, of M. Benaget, *et variorum*. The consequence has been, that many of the capitalists and *employés* have migrated to Baden and other German watering places, and a few have come to this country, where they have consorted with all sorts of swindlers and ruffians; and where, to all appearance, they may go on and spread *ad libitum*, without the least check or opposition. What we call the liberty of the subject, tends most materially to cheating the lieges; an Englishman's house is his castle, *ergo*, no man may enter these dens of infamy by force, and the fellows who are stationed at the door are well trained, and know at the first glance the difference between a *beak* and a *pigeon;* and even if one of the former could gain admittance, he could scarcely proceed unaided against a whole house full of vagabonds. There are, therefore, only two courses to be followed, either to procure a law of right of search on information, or allow these houses to go under regulation, and be taxed.

At present they have *carte blanche*, and may do just as they like, the only possible chance of punishing them is by one of the *habitués* informing against them; and this seldom leads to any results: if they cannot get out of the scrape otherwise, the firm changes its title, the late occupiers, against whom the information is laid, keep out of the way until all is quiet, when they make their appearance in another part of the town.

When a young man goes into any of these clubs (as they call them) he sees several people seated round a table where French hazard is playing or to be played; if this party should be idle when the stranger arrives they immediately get to work, and he receives such a look from the croupier as evidently says, "Come and join us," while the confederate, either in the same room or one adjoining, begins whirling his ball about at roulette. Perhaps eight or nine out of every ten young men are ignorant of French hazard, but they are encouraged to call a main, and the dice box is put in their hands; they know not whether they have lost or won until they see their money shovelled to the other side of the table, and the box taken gently from their hand. Should he feel

awkward about the hazard-table, and express his ignorance of the game, he is handed over to the roulette gentleman, it being a maxim here that no one should be idle; and what guarantee has he that the man who spins the ball may not have the power to make it fall where he pleases? Should he decline playing at either games, he will be immediately taken for a spy, probably be bullied or have his pocket picked, and be but too glad to escape free.

How very different in all this were the houses in Paris! the machinery of play was all kept in perfect order; and, going into the respectable houses, no one was importuned to play either by word or look. I have often gone into Frascati for the sole purpose of reading the papers.

In endeavouring to show up a small portion of the iniquity practised in these London gambling shops, my inducement has been to give warning to some of the younger branches of the Service, as I observe that these hells flare up every night almost through the Quadrant and other places directly in the path to the clubs. It would be superfluous to say anything to the seniors in Pall Mall, as they are in general too old birds to be caught by chaff; and it gave me much pleasure to see that one of these nests, which went under the romantic title of the Gothic Club, and was planted just in their front, has lately disappeared, which I hope will soon be the fate of all the rest. With respect to the play that takes place at the clubs themselves, that is a different consideration, and is a matter that is left to the honour and consideration of the members. The Committee, in their rules, say that not more than pound points should be played; but how can they prevent persons betting what they like on each game and the rubber? or how would it be possible to regulate the play between two individuals?—as for instance, the somewhat recent *écarté* case: two persons outside the door may say, "Let us go in and play piquet for 20*l.* a game." They say no more; mark their score of games with a cut card, and settle the balance when they get into the street;—what Committee could control such a course of proceeding? I think they have done all they possibly could: they say, "Gentlemen, the majority of the club, whose sentiments we express, consider that pound points at whist, and a relative stake of value at other games, should be the highest used at the club, and no game of hazard permitted. Your carrying out the declared intentions of the majority of the club must rest with your own honour and consideration."

I have heard that some of the junior club took of late a fancy to dabble in the funds, that they had a broker in employ, and received half-hourly expresses from the city; and the evidence on a late trial at law gives countenance to the report. It is certainly rather a curious circumstance, in these piping times of peace, when her Majesty's officers become stock-brokers. I hope they have let alone the Spanish!

In drawing this subject to a conclusion, and having shown that on service the intervals between active operations are often unfortunately employed in this (to the greatest number), an unprofitable pursuit, I would say a few words as to the practice at home in barracks and quarters. In doing so I hope I shall not be considered as declaring war against the recreation afforded in dull stations, and bad weather, by cards, chess, and backgammon; or in the least to interfere with the

amusements of my married friends. Nothing can be more pleasant or sociable than many of these regimental parties, where whist, loo, &c. serve as a prelude to a light supper and cheerful glass. Amongst these I have passed some of the pleasantest evenings of my life, amused with the jokes and lively sayings of my friends, and where every one was perfectly at ease, and in full fruition of the little enjoyments around them. I would merely say a word by way of warning that the card playing should not exceed the bounds of moderation, suited to the finances of the principal partakers in the scene.

This, however, I take to be one of the duties of a commanding officer, to check any approach to what is called gambling; and to set his face against high play in the regiment. It is a most unfortunate thing for any corps when the commanding officer has an inclination that way himself, and draws his own officers to participate in his amusements, which must interfere materially with the duties, put all parties on a level, and thereby do away with the respect due to a superior officer. Some that I know of, holding this propensity to play, have the good sense to see its bad effects if practised in their own corps, and consequently forbear doing so; but this is not always the case. I knew an officer commanding who perfectly understood all the duties, and was as gallant and brave a soldier as any in the army, had been badly wounded, and altogether might have stood as high as any in his profession, had not an inveterate love of play neutralized his other advantages. A person sitting up all night at a gaming table, or working, as he did sometimes, sixteen hours at billiards, could not be supposed to have his head clear for the performance of his proper duties: the consequence was that his regiment fell into discredit, was reckoned the worst in the garrison in point of discipline, and when afterwards it was inspected by the Duke of York, his displeasure at its state was marked in the strongest terms. This corps subsequently held as high a character as any in the Peninsula, and upheld it at Waterloo.

Some of the worst points about gambling have been dwelt on by different writers. Its most immediate effects are to combine avarice with selfishness; and perhaps five out of six who play habitually, and stake large sums, are in other relations of life niggardly and close-fisted. There is a sort of mystery about the profession somewhat amusing; every one hears about large fortunes being lost at play, but no one seems to know what becomes of it: it does really look as if people were ashamed to acknowledge the possession of money drawn from such a source. A late trial brought out some disclosures of that kind, which seemed to astonish the lawyers: although I think the parties were not in the least bound to answer this inquisition on their finances. Whether the money they confessed to will remain in their hands must be a matter of surmise; but the only man I ever heard of who made a large fortune by play, and transmitted it to posterity, was General Scott, the father of the Duchess of Portland and Lady Canning; and in procuring it he worked like a slave, and fed like an anchorite.

W.

A RAMBLE IN THE ANTILLES.

"Bear me, Pomona! to thy citron grove;
To where the lemon and the piercing lime,
With the deep orange, glowing thro' the green,
Their brighter glories blend."—THOMSON.

If we could construct a marine railroad from the Tower Stairs to Barbadoes—or have an air-tight tunnel under the Atlantic, and blow our passengers through before breakfast—or persuade Mr. Green to track out an atmospheric course in his big balloon, with Mr. Monk Mason to give a luminous account of it—in fine, if we could be transported to the sunny isles of the West without traversing

"O'er the glad waters of the dark blue sea,"

the grass would soon grow in the streets of Brighton, the Margate steamers would be laid up in ordinary, and the houses at Torquay, or any other watering-place that stud the coast of Mild Devon, instead of extracting ten guineas per week from the pockets of their visitors would hardly fetch as many shillings.

What a jaunt for the Cockneys to ride in a 'buss and see the real sugar actually growing in the fields!—what pic-nics would be made to eat crapauds in Dominica, guanas and monkey-soup at Trinidad, and wild boar on the Spanish Main! Mr. Yates would, no doubt, take a trip to witness a genuine hurricane, and bring it out the next season at the Adelphi, with new scenery, machinery, and decorations; original cocoa-nut trees would appear on the stage, a black snake from St. Lucia dance a pas seul with a tiger-cat from the coast of Panama, and Jack Reeve give the most improved method of imbibing sangaree and rum-punch.

Leaving badinage aside, we can form no adequate idea of the gorgeous beauty of the Antilles unless we visit them, or of the freshness and brilliancy of the New World. The mountains of Europe, when compared with those of America, sink into the insignificance of bantams. The largest rivers of the former are mere trout-streams when placed in the scale with the Amazon or Oronoko; and the boasted, guide-book-written, panoramic painted, steam-boat-bearing scenery of the Rhine, becomes flat, tame, and paltry, when brought in competition with the Windward and Leeward Islands.

No time is lost in the tropics—the night is more beautiful than the day, and the most distant objects are reflected distinctly to the eye, mellowed by the soft light of the moon. The great charm in voyaging through the West Indies is the unbroken chain of gems of the ocean which follow each other in rapid succession, like the bright visions of a magic lantern. The white shores of Carlisle Bay, Barbadoes, are hardly lost to the view when the thickly-wooded promontories of St. Vincent loom in the distance; gliding past these, with their innumerable bays, you can still trace the blue outline of the Soufrier Mountain, as the conical petons of St. Lucia break upon the horizon, coasting along its bluff and bold shore—but which, from the estates being abandoned, in many parts presents a very kill-joy appearance—we come to the harbour of Castries, the capital of the island, in days of "auld lang

syne" a place of extensive commerce, gaiety, wealth, and dissipation, but now a most dismal and melancholy spot. Traces of desolation present themselves in every direction—here a dismantled fortification crumbling to ruins, there a group of shattered houses covered with rank weeds and brushwood tell the sad tale of bygone greatness. A few vessels, their topmasts struck, float lazily like large logs upon the water—no white wings, no flying pendants, no shout of the joyful mariner—even they seem infected with the solitude of the place; while the town in the distance, silent and deserted, resembles a city of the dead.

Midway up Morne Fortuné stands the Government House, peering with difficulty above the surrounding bush, and enjoying an agreeable celebrity for unhealthiness.

On the summit of the Morne are the barracks for the officers and men—the former having one of the finest mess-rooms in the command, and the latter a kitchen worthy of the highest commendation. It is an octagon building, with a boiler to each side, and a door opening into a gallery, so that the cooks can all be at work at the same time without interfering with one another; and the room being thoroughly ventilated is of a regular temperature, a material point to those engaged in it for three or four hours during the hottest part of a tropical day. A range of cast-iron quarters have been lately erected, and are said to answer every purpose for coolness and security.

Sailing on from St. Lucia, with its snakes and sulphur-springs, its boa-constrictors and bamboos, a brisk breeze brings us in a few hours to Dominica—the birth-place of hurricanes and the high seat of tempest—a land pregnant with fogs and fevers, mists and miasmata—famed for delicate stewed crapauds and balmy red-crab soup.

There is no monotony in the scenery of Dominica, its surface being a constant succession of mountains and valleys, of forests and savannahs, of rapid torrents and placid lakes, of highly-cultivated plantations and wild jungle with its horrid shade, of smiling industry and indolent misery, of orange flowers and piercing limes, of pine-apples and pomegranates—numerous headlands and bold promontories, clothed with coffee estates, indent the coast of this island; and as the roads are not of the Macadamized order, the communication from one quarter to another is carried on chiefly by water.

The negroes are expert boatmen, and their canoes a most comfortable mode of conveyance. They have a singular way of taking fish peculiar to themselves. Pulling their canoes slowly and carefully along, they watch through the clear water for a shoal of fish, which, when they find, they drive—by flinging stones at them—in the direction of a neighbouring creek, where their nets have been already laid; the nets are then drawn on shore, and the finny tribe secured. It is incredible the great number that are thus caught; in fact a small fish called ballahoo, in size and shape resembling a smelt, forms the staple article of food for the poor inhabitants throughout the island.

The fresh-water mullet abounds in many of the rivers, and a few solitary sportsmen follow the steps of old "Isaak Walton;" but the general way of securing the mullet is with a long hand-net. The fisherman wades into the river until the water reaches his middle, having a net shaped like a large jelly bag twisted round his right arm, and

holding the closed end of it (to which is attached a bullet) in his mouth, flinging his net over the first heap of stones he meets, he dives and carefully secures the net round the stones, so as to cut off all escape of the unlucky fish from within its meshes, he then stirs up and searches every nook and hole where the fish may try to conceal themselves, and securing his prey with rapidity and precision, he kills them with his teeth, while still under water, and making his appearance above the surface, flings them upon the bank.

The next island to Dominica is Guadaloupe, a bright jewel in the coronet of France. It has always struck me as a singular line of policy on the part of England, that, after a lavish expenditure of blood and treasure, of fighting and broiling under a tropical sun, John Bull should resign two of the finest possessions in the West Indies, Martinique and Guadaloupe, to the French, and retain two of the most unhealthy and now most unproductive—St. Lucia and Dominica. The only plea given for this wise proceeding is, that the latter are the key-stones of the former, and that if we wage war again with our national and legitimate foes, that they cannot move out of their islands without our permission. Does not this sound very like giving up a strong town to an enemy, and then building two watch-towers in the vicinity of it, to spy out the movements of the inhabitants. True, we may say—you have all the benefit arising from the wealth, comfort, and security of the place—you have all the advantages to be derived from possession; but take care what you do, we see you! 'Ware hawk! We are overlooking you.

Montserrat is famous for windmills, is famous for its landing-place, and celebrated for the negroes talking Irish: from it you discern St. Kitt's and Nevis, like one island in the distance. Brimstone Hill is the chief lion of the former. A splendid model of these fortifications is at Woolwich; and to this I refer all amateur belligerents, as it will afford a clearer and more comprehensive idea of the place than if Dr. Lardner was to write a volume of his Encyclopedia, or a prize essay on the subject. The valley of Basseterre is renowned for its fertility and beauty. At the extremity of the island, where a narrow channel separates it from Nevis, are, or rather were, extensive salt ponds, formerly an article of great exportation; but the Americans, who chiefly traded in it, found Turk's Island, and Salt Keys, Bahamas, more *en route*, and call at those places in preference to St. Kitt's. It is rather singular that when a season favourable to the sugar crop occurs, the salt ponds are unproductive, and when the latter brings grist to the mill there is but little of the former for the mill to grind.

Nevis, although the smallest island of the group, containing a superficies of twenty square miles, was one of the first that the English established themselves in, and for some time was considered as the head-quarters of the Government. Its first settlers were composed of many of those true-hearted Britons, who, disgusted with the murder of the first Charles, and unwilling to live under the immediate jurisdiction of a plebeian usurper and democratic administration, voluntarily embraced an honourable exile from their father-land to this colony. As the soil was found productive, the whole island was speedily under cultivation, and the white population bore a much greater proportion to the black, than in the other and larger colonies; but Nevis has kept pace in the declining glory of the West, and very few descendants of its original settlers

remain. As the industrious occupiers of the estates disappeared the rank vegetation of the tropics succeeded, and the wild bush and thick jungle have changed places with the luxuriant sugar-cane.

The Nevitians, in common with the Barbadians, retain many of the characteristics of Englishmen: their houses are substantial stone edifices, replete with every comfort, very different from the flimsy wooden shells to be met with elsewhere. In fact the English may be fairly called the woodcocks of the West Indies: unlike the French, Dutch, Spaniards, or Danes, they never settle down for life in whatever colony chance may have placed them, but, like migratory birds, remain there for a season, or until they have accumulated a competence to render them independent in Old England. They are, therefore, generally careless of their temporary residences, and seldom expend much money in permanent improvements—nay, frequently a man whose grandfather and father never passed the boundaries of their own parish, and who can have no connexion or feeling in common with the natives of the Old World, still fondly designates England as his home, and anticipates with delight the period, no matter how distant, when he can wind up his affairs and settle in Great Britain.

Sometimes you encounter a ridiculous but melancholy proof of the blindness of human nature, in a yellow-visaged man, whose hollow cheeks and bilious eye proclaim disordered liver and enlarged spleen, his clothes hanging upon his bones as if they had been flung upon a peg, shuffling along with shrunken limbs, and feet a world too small for his canoe shoes; but breathe the faintest complaint against the West Indies or the climate, and this perambulating mummy gives a great churchyard cough, and coolly tells you, "I have been here, Sir, some thirty years; look at me, you see I have not suffered; but indeed I must soon think of going home." Home, poor soul! and so he ought to think of it, soon and timely, for he is booked for the next world, his papers are made out for another country, his race has nearly run to its end, and a slight shake only is required to cast the sand of his life for ever from the glass, and to quench the light of his existence.

Nevis is proverbial throughout the West Indies for the warm-hearted feeling and generous hospitality of its inhabitants—indeed they carry a good-humoured expression in their countenances, and a healthy ruddiness that proclaims the salubrity of the climate they live in; many invalids resort to this island to enjoy the benefit of its bracing air, and the mineral hot baths; the latter are found most efficacious in restoring health to those who have suffered from gout, rheumatism, or general debility, produced by a long and continued residence in a tropical climate.

Bath House presents a very imposing appearance from the harbour, looking like a strong baronial castle or stout fortress. You may almost fancy, on approaching it, you will be hailed by a "warder bold," or challenged by a guard; instead of which, you are received by the worthy and attentive lady who superintends the management of this establishment, and who possesses, in an eminent degree, that rare quality of temper which accommodates itself to the whims and weaknesses of cranky and irritable invalids. The hot springs are [illegible] dence of the volcanic nature of Nevis. In the mountain [illegible] into

which if you plunge a crow-bar, it quickly becomes too hot to hold without burning your fingers.

This island resembles in form a sugar-loaf in a basin of water, or a steeple-crown hat of Cromwellian date, the *body* of the hat, to use a *figure* of speech, represents the mountain covered with timber and brushwood to its summit; the brim is the part under cultivation; the edge will answer for the road that circles the island, and which may be traversed between breakfast and dinner, and the band the belt of sugar estates that girth it, while the buckle marks out the site where its capital *once* stood; and it is not necessary to mount to the crown to see St. Kitt's, Saba, St. Bart's, Statia, Antigua, Montserrat, and Guadaloupe.

Leaving the straggling group of the Virgin Garda Islands to the right, as endless in form and variety as the ten thousand virgins of Cologne, we come to St. Thomas, belonging to the Danes. The capital is built upon three hills, and looks "mighty like" the Cove of Cork—a low raking battery, stretching along the water's edge, standing proxy for the "holy ground:" the houses rise in a succession of terraces above each other, and with their white fronts, red roofs, and green jalousies, with a sprinkling of cocoa-nut trees, present a gaudy and lively picture. St. Thomas is the seat of commerce, and flags of all nations float in its harbour, but the leading merchants are Englishmen. Previous to our Government admitting American vessels into our ports, Brother Jonathan drove a pretty considerable trade with the British West India planters (in defiance of the prohibition), by making St. Thomas a halfway house; we sagely resolved not to purchase the produce of the United States in a direct and open manner, but we suffered a race of middlemen to do so, and then retail it to us at some 400 per cent. profit; thus a barrel of Baltimore flour, fetching say four dollars (I speak of the year 1830) at St. Thomas, was trans-shipped into an English vessel, brought to Antigua, Barbadoes, or any other island, distant four or five days' sail, and then sold for sixteen dollars. However, the interdict is removed, and we now get Yankee notions at a moderate profit of 100 per cent.

From St. Thomas we can return to England in the Falmouth packet, or by the steam-boat to Jamaica, or viâ the United States; the last is the most desirable route of the three, if only to eat canvas-back ducks, take a peep at "Old Hickory," and hear the modest Americans praise themselves. True, it is a round of some 6000 miles, but even in these days, in which railroads and locomotive engines are only in their infancy, this distance will be nothing; in a few brief years, when steam machinery and ballooning have advanced towards their acmé, a traveller would scorn to pack up his valise for an excursion of a few cool thousand miles. Nothing less will satisfy him than to breakfast at Cape Horn, lunch in Mexico, pic-nic at the Falls of Niagara, smoke a gentle Havanna with the Copper-Mine Indians, and wind up the day's amusement at a soirée in the harem of the Pacha of Egypt—then the flying Captain Alexander would be reckoned a slow coach, and the Londoners would embark from Hungerford Stairs, as they now do on a trip to Richmond, for an evening's junketing in the *Leeward and Windward Islands.*

L. S. O'C.

JERSEY OYSTER FISHERY.

The long-pending question of the Jersey oyster fishery is, we trust, on the eve of final adjustment. It is to be hoped that her Majesty's Government will not consider the question as one merely affecting the interests of the Channel Islands, but as one of that general national importance, that no concession, beyond what ought in strict justice to be made, should hereafter be construed into, or brought forward as, a precedent, in the settlement of any question of a similar nature, affecting the boundaries of the Empire, in its relations with the United States, or any other foreign power.

In this point of view it may be well to recapitulate, with as much conciseness and impartiality as possible, the reciprocal relations of the parties most interested in the settlement of the question.

There is evidence to show that an oyster trade existed from 1606, and was carried on from Jersey to some parts of England to 1774; but as any occurrences during the wars with France could not be made matter of fair discussion, it is better to take up this question as it has existed since the peace.

The present oyster trade to supply the metropolitan market was commenced in 1810, and a very large capital has been embarked in it. Since the war it has greatly increased, so that frequently upwards of two hundred vessels are engaged in it, employing upwards of a thousand seamen, besides a vast number of persons on the oyster beds in Granville Bay.

It may be said with equal truth that the French have established oyster beds in Cancale Bay, and elsewhere, which should be equally sacred as the Jersey beds; but the French appear now to wish not only to secure the beds they may have laid down, but altogether to prevent English fishermen from dredging anywhere between Chausey and France, pretending that the whole of the debateable ground is their own. In fact, if the international limit of three miles, from low-water mark, from the shores of France and Chausey, which is about seven miles, were to be strictly adhered to, the space for fishing would be so limited that vessels navigated by the most conscientious fishermen could scarcely be kept within the proper bounds, and would constantly be liable to seizure.

If within these limits, no vessel could with justice be detained; but the temptation is so great, and the difficulty of preventing the act of poaching where the Channel widens, so embarrassing, that all but severe and summary measures have hitherto failed in preventing the English dredgers from taking advantage of the momentary absence of either the French or English protecting cruisers.

The consequence has been a gen[illegible] on both s[illegible]
at being driven from ground th[illegible] d fro[illegible]
the French oyster merchants at [illegible] s, wh[illegible]
native, poached, frequently on S[illegible] t ap[illegible]
for repose, and by their cruis[illegible] g:
angry passions have been con[illegible] l th[illegible]
engendered.

No reflecting mind can view this state of things as one to be desired; but the claims on both sides are so urgent that it has become no very easy matter to come to a satisfactory arrangement.

The states of Jersey have taken up the subject with warmth, perhaps with more zeal in their own cause than could be supported by sober judgment, when viewing the case as an international question; but they have seen on several occasions, with great displeasure, that severe steps against slight offenders have been viewed with apathy by the Government, and that the French were making constant endeavours to draw our merchants to Granville and Cancale for supplies for the English market—thus to ruin a valuable fishery, of paramount importance to the prosperity of the island—and of no less importance to the mother country as a nursery for the hardiest description of seamen, which would become an entirely French one, if the Granville boats were the only dredgers, and the London merchants were supplied by the French fisheries.

That active and intelligent officer, Lieutenant Sparke, who then commanded our cruising squadron for the protection of our oyster-boats, transmitted the following extract from some French paper, which clearly indicates the feeling which then existed in Granville on the subject:—

"The royal ordinance, under date 29th June, regarding the custom-house tariff, reduces the export duty on fresh oysters from fifty-five to one centime per thousand. The former duty of fifty-five centimes was wont to cause the utmost prejudice to the oyster trade, which constitutes the principal branch of industry of the needy population of Cancale and Granville, inasmuch as the proceeds of it are shared exclusively by the fishermen, women, and children, who are employed in the selection of the oysters, and in making up cargoes for home and foreign consumption.

"This reduction of duty ensures to our fishermen an increase of intercourse with the English, since it will enable the latter to provide themselves with shell-fish on more easy terms, the high prices of which had hitherto prejudiced the sale.

"Another advantage is also likely to result from it, viz., that of *neutralizing* in a great measure the *English fishery*, which devastates the oyster-beds to the northward of Granville; for the protection of which Government are obliged to keep up, at considerable expense, a constant coast-guard. It may easily be supposed that if the English merchants can provide themselves at Granville and Cancale with a suitable article at a cheaper rate, the fishermen of that country will no longer have the same interest for coming to catch oysters within the French limits."

This was the tone of language held at Granville in 1833; for it was felt there that if our Government gave up the question of the boundary, and left it in the hands of the French Government, the English fishermen would necessarily be driven off the coast, and the fishery would become wholly French.

If her Majesty's Government do not think the question one of national
'mportance, then [illegible] be viewed as one of local interest between
ıe island of J[illegible] jacent coast.
In that ca[illegible] g down of a definite and clear line of
markatior[illegible] settle the question, and to preserve ami-

cable relations between the parties interested, than any treaties of high diplomacy.

The great fisheries of the French are partly in front, or north-west, of Granville, towards Chausey, and all the way to the southward beyond Cancale; they do not so much frequent the ground to the northward of Chausey, particularly beyond a line projected from Coutances Cathedral in a west-by-south direction over the Tour d'Ajon, which would offer a line of demarcation as far as the Minquiers rocks, perfectly visible in clear weather, and so defined as to be intelligible to fishermen as well as cruisers for a southern boundary. The northern limit should be from the Ecrehon rocks to Cape Carteret, leaving the whole of this intermediate space entirely and solely free for the fishermen from Jersey, under the condition that the whole tract to the southward of the Tour d'Ajon boundary should never be fished upon by the English without their being liable to capture.

A full, free, and reciprocal concession on either side, made in this spirit of conciliation, would set the question at rest without having to cavil at and rake up queries about international law, which has never yet been clearly defined, which appears indefinable, and may never be defined—the will of the stronger power in most cases making the law for the weaker.

The present views of the French Government appear to be, to offer a line three miles north of Piron church steeple, but six miles to the southward—or, in a word, to shut out the British fishermen from the only ground that should be open to them, reserving to themselves a comparatively enormous extent of the best fishing ground.

If, on the one hand, the question is to be settled on international principles, her Majesty's Government have firmly to insist on the recognised limit of three miles from low-water mark—which, however, will leave the fishermen at the mercy of the French cruisers, and keep the two Governments in constant hot water and correspondence. If, on the other hand, it is only considered a local question, and not to become a general precedent, the line of demarcation recommended above should be adopted; the difficulty of defining it would be so trifling, and the land-marks would be so distinct, that all excuses for infraction would be vain, and a cruiser on each side would preserve the fishery.

The Jersey Channel is limited, as defined above, from the Minquiers along its eastern front to a channel of about thirteen miles in width, and it would be no great measure of concession that would be demanded from the French to ensure peace and tranquillity on both sides.

This being a private view of the question, it is unnecessary to quote at length the able report of the Committee of Piers of the island of Jersey, which lately appeared in the Nautical Magazine, together with some suitable remarks on the subject by Lieutenant Sparke, we believe. But a reference to Captain Martin White's chart of the coast of France from Cape Carteret to Cape Frehel, will at once enable the reader to comprehend the question, as the points named are there distinctly laid down.

ISIS.

ORDNANCE EXPERIMENTS BY THE FRENCH.

The French artillery, by direction of the Minister at War, instituted in 1835 a series of experiments upon breaching batteries, the penetration of projectiles into different resisting mediums, and the rupture of the bodies by the shock. The experiments were conducted by a commission specially appointed; and at the conclusion a report was made to the Academy of Sciences, of which the following is the substance.

The first experiments were against a masonry revetment; and that selected for the purpose formed the scarp of the left branch of the hornwork which covers the citadel of Metz*. Part of this being under repair, reduced the length available for the breaches to 311† English feet, measured from the ditch of the enceinte. But the whole of this was not placed at the disposal of the commission. The engineers wished to profit by the opportunity to try the effect of a mine in forming a breach. On this account the two extreme portions of the revetment were given up to the artillery; the intermediate one to the engineers. Further, the officer commanding the engineers at Metz required that at least from seventeen to twenty feet of the wall nearest the gorge should be preserved: and the order of the Minister at War (Soult) directed that a cut should be made, before the firing began, to separate this part from that to be destroyed. As it was requisite also to leave a space between the breaches, so as completely to isolate them from one another, the total extent allotted for each did not exceed sixty-six feet.

The revetment to be battered was built of rough stones, the exterior coating being calcareous oölite or great oölite‡, the inner that blue limestone called in France polypus limestone, and which produces hydraulic lime. The height of the scarp was from nineteen and a half to twenty feet, measured from beneath the cordon to the bottom of the ditch. Its thickness at top was above four and a half feet, at bottom above eight and a half. The exterior slope, that which Vauban most frequently employed for his revetments, viz., one-fifth. It was supported by counterforts of the same height as itself: eight feet in depth to the rear, nearly five and a half feet broad at the head, and nearly four feet broad at the tail. They were about sixteen and a half feet from centre to centre. Behind one of the parts to be breached there was a vault used as a magazine. This was destroyed, the space filled in with earth, and the parapet of the branch continued over it. To give an idea of the quality of the masonry, it may be mentioned that the miners, when excavating by blasting, employed twenty-one hours in removing thirty-five cubic feet. In using the ordinary tools for piercing masonry, they were fifteen hours in getting out the same quantity. While the masons of the place, working by the task at the cut of separation ordered by the Minister at War, under the orders of the principal engineer, and in open day only, demolished the same cubic contents in seven hours thirty-six minutes.

Before the batteries began firing, a traverse was placed in the ditch,

---

* This work was built by Vauban between the years 1676 and 1680, and appears to have stood well, being one hundred and fifty-two years old at the time of trial. St. Paul, in his treatise upon fortification, says that we have daily before our eyes the spectacle of Vauban's revetments in ruins, owing, he thinks, to their considerable slope.

† All the dimensions will be given in English feet, and the weights in English pounds avoirdupois.

‡ This is the rock known in England under the name of Bath-stone, Ketton-stone, and Portland-stone. It is more beautiful than durable, as the rich exterior ornaments of Her[illegible]el have testified.

joined to the scarp, and forming with it an angle of 45°. This was intended to receive any shot which might bound off the wall, as some trials were to be made obliquely.

The two batteries mounted, the one, four 16-pounders, the other, four 24-pounders. The former was constructed on the terreplein of the re-entering place of arms of the horn-work, and was to commence its breach at about twenty-three feet from the angle of the gorge. It was an elevated battery, reveted with a double row of gabions, one over the other, crowned with fascines, and the parapet of its gun-portion was thirteen feet thick. The embrasures were sixteen and a half feet from centre to centre. The platforms were laid with a slope of one-tenth; and the interior of the battery was covered with a blindage, which proved of the greatest use in protecting the gunners and lookers-on from splinters.

The battery of four 24-pounders was made on the glacis at thirteen feet in rear of its crest, and was of the same construction as the other, except that the fascines were placed *between* the two rows of gabions instead of over the *topmost one*, and its terreplein was sunk two and a half feet in the glacis.

It was judged that by firing at a horizontal line six and a half feet above the bottom of the ditch the ruins would be fully sufficient to render the breach practicable; but partly to allow more room below for ascertaining the depths of penetration, and partly to show better the effects of the shells which were to be thrown into the breach to clear it, the 16-pounder battery cut the revetment at seven feet four inches above the bottom of the ditch, and the 24-pounder at eight feet two inches.

The distance of the muzzles of the 16-pounders from their object was about sixty-eight feet, and their angle of depression was 4°. The 24-pounders were 105 feet distant from the opposite scarp, and were depressed 5°.

BREACH BY THE 16-POUNDERS.

Everything being in readiness, the battery opened, pointing each gun to the left of its line of fire, as far as the extreme limit of that horizontal line on the revetment which it was to cut through. The direction was then changed towards the extreme right of each gun's horizontal line, three feet at a time; and in this way they fired five rounds with the French breaching charge, namely, half the weight of the bullet. By thus leaving intervals of three feet, they were enabled to measure exactly the depth to which each shot had penetrated. The holes which were formed consisted of two distinct parts; one-half towards the interior being nearly cylindrical, while the outer formed an irregular truncated cone.

The guns, without apparently any good reason, except to enable the commissioners to observe the depth of penetration afresh, were now turned for three rounds in the direction of the vertical cuts which were ultimately to be made, leaving also three feet between each shot.

The batteries then resumed their fire at the horizontal cut in the revetment, firing into the intervals between the former shots, and returning from right to left: thus still leaving about three feet space between every two holes. These parts projected, and being likewise shaken by the preceding shots, caused the balls to penetrate deeper *than at first*.

After twenty-two rounds per gun (includi[illegible] first five) had been fired in this manner, directing each gun [illegible] from right to left, alternately, aiming so as [illegible] and isolated parts, the horizontal s[illegible] it was found that the revetmen[illegible]

The firing was recommence[illegible] the expiration of which the de[illegible] result of this examination wa[illegible] entirely pierced; but the two [illegible]

quite so completely as the others, six shots more per gun were fired against the shallowest parts of the cut, especially where the counterforts were judged to be situated.

The horizontal separation of the revetment being now perfected, at a total expenditure of 212 shots, the batteries were employed in the formation of five vertical cuts at sixteen and a half feet distance from each other, thus dividing the total space battered by the 16-pounders into four equal parts. As there were five vertical sections and only four guns, the two extreme sections on each side were the first made, intending to reserve the middle one for the last. The fire was directed to the bottom of the sections, gradually at first, and not elevating the guns until the earth coming through the masonry proved that the latter was cut. This was to avoid choking the lower part with rubbish, which it would subsequently have been necessary for the balls to pass through in order to finish the perforation. But, after the first yard, this was no longer necessary; and, accordingly, they left spaces of three feet between, firing afterwards at the intervals, and so on, as before practised in making the horizontal cut.

At the tenth shot of the second gun the vertical perforation assigned to it was completed, and at the same instant nearly the whole of the revetment tumbled into the ditch. Not only the part between the first and second vertical section, and that between the second and fourth (which was thirty-three feet broad, in consequence of the third or middle section being reserved for the last) fell down; but the latter in falling brought with it an adjoining portion of the last part between the fourth and fifth, tearing asunder the counterfort behind. The consequence was, that less than an eighth part of the total revetment to be breached remained standing, being attached to its counterfort and suspended at the upper part of the fifth vertical section, which had only been half finished. This shot was the 263rd from the commencement, including, of course, the three from each gun already alluded to as fired for the purpose of further determining the depths of penetration. The gun which had not finished the fifth vertical section was now obliged to fire seven more shots for that purpose, when the part which stil lremained suspended (as already mentioned) crumbled down, and the breach of the revetment was completed.

The revetment was now opened to more than the full extent of the breach, the thickness of masonry at the horizontal section being seven feet two inches nearly.

As the gunners were not hurried, and as the laying of the guns for every discharge was verified by one of the Commissioners—the bugle being also sounded before every shot to warn the spectators to retire under the blindage—five minutes were consumed in each round of four shots. The total number of shots being 270, it follows that the revetment was breached in 5 h. 37′ 30″, being at the rate of destruction of thirty-five cubic feet in 2 h. 3′ nearly.

Upon examination, it was found that the counterforts had been rent in nearly a vertical direction; that the earth (chiefly composed of sand and pebbles mixed) had taken a slope in front of the scarp, having a base to the height as three to two; while above the counterforts, and towards the crest of the rupture in the parapet, it was very steep and almost vertical. In consequence the three last guns were turned upon the counterforts, while the fourth was engaged in finishing its vertical cut, after which it and the third gun fired each two shots at the counterforts immediately in their front. Including these, twenty-six shots were fired in ruining such parts of the counterforts as were exposed, the operation bringing down a considerable part of the earth; insomuch that, notwithstanding the steepness of the crest, the thirty gunners were able to mount it in one front and at a run. Allowing five minutes each for these twenty-six shots, or six and a half rounds, we have to add 32½′ to 5 h. 37′ 30″, making altogether 6 h. 10′.

All the masonry which supported the earth being now totally ruined, the guns were withdrawn from the battery, and replaced by eight-inch howitzers, in order to try the effect of shells with different charges in clearing the rubbish and rendering the breach more practicable.

With a charge of rather more than 1½ lbs. the shells did not penetrate sufficiently into the earth to produce any effect upon the slope; and, acting outwardly, would have been more dangerous to the besiegers than injurious to the besieged. With charges of 2·2 lbs. and 3·3 lbs. the penetration was three feet; and the funnels or craters caused by the shell with a bursting charge of 4·4 lbs. of powder considerably hastened the fall of the parapet.

The effect was still greater when the howitzers were loaded with 4·4 lbs., but it then almost always happened, owing to the velocity of the shell and the resistance of the earth, that the fuse was snapped off at the fuse hole, a little within the mouth; whence, as the fuse composition was slow in burning, the fire did not reach beyond the point of rupture, and, consequently, no explosion took place. The shell was often split, and even broken to pieces from the same cause. The first inconvenience was prevented, when shells were fired into the second breach, by making the fuse composition more lively, and driving the fuse deeper into the hole. To obviate the second, it would be requisite to employ shells of greater thickness of metal. The breach was now completely practicable, the slope having a base to the height as three to two, and the fragments of masonry in the ditch being almost entirely covered with earth.*

Battery of 24-pounders.

The situation, construction, and distance of this battery have already been detailed; and the particulars as to the progress and direction of the fire are the same as those for the 16-pounders. But the shock and consequent dislocation of the adjacent masonry increasing with the calibre, the 24-pounders, in firing at the horizontal and vertical lines, left intervals of four feet instead of three.

After twenty-six rounds per gun had been fired, which, at the average allowance of five minutes per round, occupied two hours and ten minutes, the wall was examined and found cut to two-thirds of its depth. The firing was then renewed, and twelve more shots were fired, when upon inspection it was ascertained that the revetment was pierced to the required depth.

A discussion now ensued as to the best manner of forming the vertical cuts. A member of the commission suggested that it would be better to make only three instead of five, directing the two flank guns against the extreme sections, and the two centre ones against the middle one; so dividing the revetment to be breached into two large portions, having each a breadth of thirty-three feet. To this it was replied that, if such a course were pursued, the centre cut would of necessity be finished the first, and that then the weight of the masses, thirty-three feet broad, would very probably bring down the revetment. That it was true that a partial breach would thus be effected in less time than before, but the advantage could not be great; for in firing with the 16-pounders, thirteen shots per gun had sufficed to complete the sections, and therefore it was probable the 24-pounders would only require eight or nine. On the other hand it was most likely that the separation of the masonry, instead of taking place at the extremities of the breach, would act partially and crosswise upon the counterforts. This would render necessary the subsequent demolition of small fragments of wall, which being attached to the scarp

* A very narrow portion of parapet was left standing at the top (about two feet thick), from a fear that the next shell might go through it and do mischief in the place.

on one side, and to the counterforts on the other, would cause a greater number of shots to be expended than had been saved in the first instance by bringing the great body of the revetment sooner into the ditch.

In fact, the commission had before their eyes an example of the separation of the revetment acting partially and crosswise, in the left-hand portion of the breach already made, and which required seven additional shots to complete it. It must be admitted, indeed, that this breach showed the possibility of dividing the wall into two parts only, of thirty-three feet each, since its middle cut was never even begun, and yet that part fell at the same time as the rest. However, upon the whole, the conclusion to be drawn was, that far from making the centre cut more rapidly than the end ones, the reverse ought to take place; for there would then at least be a certainty of the revetment falling all together, and none of it remaining suspended to the counterforts.

By way of conciliating both opinions, it was determined that the right-hand gun should make a vertical cut at the extremity of the intended breach, immediately in its own front. That the second gun should make its section at thirty-three feet parallel to the first. The third at sixteen and a-half feet from the second; and the last at the same distance (sixteen and a-half feet) from the third. It was at the same time decided to endeavour to fire in salvoes, in order to ascertain whether the shock would be greater, and accelerate the fall of the scarp; but upon trial they found that this was impracticable, although they primed with powder-horns.

The firing being now resumed, at the fifth round (to which are to be added sixteen shots previously discharged at the vertical sections to determine the penetrations, being thirty-six in all), the revetment was detached through its whole length, and was overturned into the ditch, followed by a considerable portion of the earth behind it. At this period, the earth on the exterior of the scarp line had taken a slope, the base of which was double the height; but within the scarp up to the top, which latter was about thirteen feet from the interior slope of the parapet, the ascent was in parts very steep.

It is here worthy of remark that although pains were taken to make all the sections in equal time, yet the middle one was the first finished, and that which caused the fall of the revetment. There consequently remained two portions of wall; one attached to the first counterfort and to the first vertical cut: the other to the fourth counterfort and last vertical cut; thus completely proving the justice of that reasoning which had opposed the formation of the middle section, by turning the two centre guns upon it. It was necessary to fire three shots each from the two flank guns to bring down these suspended fragments, making a total of 194 24-pound shot expended in producing the complete fall of the revetment. The time expended in the operation was four hours two minutes and thirty seconds; and the solid contents being about 5488 cubic feet, it appears that the rate of destruction was 35 cubic feet in one minute and thirty-three seconds, or about twenty-two and a-half cubic feet per minute.

On comparing together the numbers of shots fired, and time employed in breaching, by the two batteries, it will be found that they are nearly in the inverse ratio of the calibres, the proportions standing thus, rejecting odd minutes and seconds:—

Hours.		Hours.		Calibre.		Calibre.
4	:	5½	::	16	:	22
No. of 24-lb. shot.		No. of 16-lb. shot.		Calibre.		Calibre.
194	:	270	::	16	:	22 nearly.

Hence, the powder expended, and weight of metal thrown by the two calibres ought to be nearly equal, which proved to be the case. The 24-pounder battery having

	lbs. of metal.	lbs. of powder.
Discharged . .	5148 . .	2574
The 16-pounder battery	4752 . .	2376

From which may be deduced that the useful effect of cannon in breaching is nearly proportional to the weight of the ball, and that the principal advantage (a most important one too) gained by employing heavy cannon, consists in the comparative rapidity with which the breach is effected.*

The guns were afterwards trained against such portions of the counterforts as were visible, and in thirty-eight shots demolished them to such an extent as no longer to offer any obstacle to the falling down of the earth. At this period the breach might be considered practicable, for although the part of the parapet still standing had a mean thickness of eleven and a-half feet, yet the steep part of the breach was little more than a yard high, and the thirty gunners on duty mounted it in line and at double-quick.

This being the case, the practice with shell was substituted for that with shot, loading the two first 24-pounder guns with shells of the same calibre, and substituting two eight-inch howitzers for the others.

As care had been taken to fill the fuses with a quicker composition than before, and to drive them as deep as possible into the fuse holes, the fire from the howitzers produced an excellent effect. Out of eighteen which were fired with charges of $2\frac{3}{4}$lbs. and $3\frac{1}{2}$lbs., and bursting charges of 4lbs. 6oz., sixteen exploded. The firing charge of 4lbs. 6oz. was not used, because the preceding experiments had shown that with this the shells were broken in the sand. The fire was continued for eighteen shots, when the Commandant ordered it to cease, from prudential motives, lest the shells passing through the small remaining screen of parapet might injure the inhabitants of the city. With respect to the shells thrown from the 24-pounder guns, they produced but little effect, because the risk of breaking them against the sand, as already stated, prevented their being fired with greater charges than $1\frac{1}{10}$lb. At the time of leaving off firing, the breach was very practicable, the general thickness of the remaining portion of parapet being under two feet, and the slope very gradual.

It will not be out of place to introduce here a short account of the result of the experiment made upon breaching by the mine. The extent of wall to be opened was 66 feet. The time employed was 306 hours, being equivalent to nearly 13 days, of 24 hours each; 1540 pounds of powder were used, divided into five parts, namely :—

Two chambers at the tails of the two extreme counterforts of the breach, each containing 462lbs.	924 lbs.
Two chambers in the two intermediate counterforts, containing each 198lbs.	396
One chamber in the earth, behind the masonry, at the middle of the breach	220
Total . .	1540

When the mines were fired, the explosion drove the masonry into the

* Accurate 24-pounder practice has been made at Woolwich, from a distance of 750 yards, and firing 200 rounds in five hours two minutes, being at the rate of one and a-half minute nearly per shot.

The most distant French battery in the above experiments was at thirty-five yards from its object, and five minutes on an average were employed in each shot. Now it is not too much to assume that if the British Artillery can make good practice at 750 yards, they will be able to fire with equal accuracy at thirty-five yards, although exposed to casualties and annoyed by missiles. But suppose also that these causes should prolong the time per round to two and a-half minutes instead of one and a-half, the British firing would still be twice as quick as that employed upon the present occasion. That is to say, the French Artillery, having breached in four hours, our Artillery ought to complete the same operation in two. This estimate does not include, in either case, the time required for levelling the breach with shells, nor that to be allowed for the [illegible] of howitzers in place of guns.

ditch in such large fragments, that they were not covered by the earth; and the breach was consequently impracticable for the sap, and very difficult for troops. This may be better judged of when it is stated, that among a multitude of smaller pieces, there were five blocks containing above 35 cubic feet, two above 70 cubic feet, three above 105 cubic feet, and of two adjoining ones, one was above 210 cubic feet, the other above 175.*

On the other hand, the breach made with 16-pounders, had only one block of 35 cubic feet, and another of 70 cubic feet, half buried in earth; while in that effected with 24-pounders, nearly the whole of the ruins were covered with earth: both breaches being so good as to permit the sappers to crown them, the one by the single sap, the other by the flying sap.

It may here be instructive to repeat the conclusions drawn by the Commission from the experiments, which are—

1st. The best place for the breaching batteries is so far from the salients, and towards the gorge of the demilune or shoulder of the bastion (according to the work to be breached), as to prevent on the one hand their having to batter the mass of masonry at the salient angle, on the other their being either plunged, or causing the passage of the ditch to be made at an inconvenient spot. It is next necessary to decide whether the battery shall be placed in the covertway or in the crowning. Of course, the latter is to be preferred, wherever practicable; but this must depend upon the height of the counterscarp, breadth of the covertway, and in short upon whether the revetment is seen low enough down to ensure the formation of a practicable breach. In the course of these trials it has been made evident, that if the horizontal cut had been made at half the height of the escarp, every requisite object would have been attained. But from prudential reasons it was limited to about one-third, or from 7 to 8 feet; and as the total height was only 19½ feet, or nearly the lowest which can be considered secure against escalade, 6½ feet may be determined as the smallest distance from the foot at which the horizontal perforation should be made.†

2nd. Upon examination of the perforations made by the shot, they were found to be divided into two nearly equal parts, the inner cylindrical, the outer a truncated cone. Now this latter form was occasioned by the elasticity of the stone, which frequently threw back splinters to distances of 130 and 160 feet; and there was a consequent train of detached pieces extending from 13 to 16 feet from the scarp, whence it follows that by leaving the intervals already specified between each successive shot, and directing the fire afterwards at the most projecting parts, small funnels were always kept open towards the exterior, and there was no risk of the holes being choked with rubbish and obstructing the penetration of subsequent balls. This advantage would not have been gained had the old method been pursued. As to firing in salvoes, it is to be observed, that the effect of the vibrations of the shot in damaging the masonry scarcely extended further than from eighteen inches to two feet on each side of the part struck; and that, consequently, little could be expected from balls fired in salvo, which,

* This result seems more creditable to Vauban's revetment than to the skill of the engineers concerned. To say nothing of the time employed, surely the horizontal shafts leading to the counterforts ought to have been prolonged to the rear, and second charges placed in their extremities at such a distance behind those for the destruction of the masonry as to allow the latter to explode first. The earth of the parapet would then have been overturned upon the ruins and covered them.

† Vauban recommended two, three, four, five, or six feet at the utmost. Bousmard says, as low as possible. Sir J. Jones considers the foot of the revetment the best; but then he is speaking of breaching at distances from 600 to 1000 yards, as in carrying on what Sir John May has justly termed the artillery attack, partially exemplified at Ciudad Rodrigo, Badajoz, St. Sebastian, &c. A mode proposed in a course of artillery published at Brussels, in 1835, may be noticed for its singularity. It is, to make the vertical cuts first, and the horizontal ones afterwards; then, if that will not do, to continue firing in salvoes at the mass until it falls.

unless the guns in battery were very numerous, would be separated by spaces of sixteen or nineteen feet. Besides, it is almost superfluous to discuss the merit of this sort of fire, for generally there are traverses in the battery separating the guns into pairs, which would render such a proceeding excessively difficult, without too much slackening the fire. It has been seen that even in the batteries of experiment, which were not traversed, it could not be accomplished.*

3rd. As, generally, the breaching batteries contain at least four guns, it appears a good rule to make one vertical section for each gun. But it may happen that the whole of the revetment might not be cut horizontally at the same time through its whole length; in which case, it would be proper to fire with one gun at the horizontal line until completed, directing the others at the vertical sections, when there would, of course, not be so many vertical cuts as there were guns. It is here repeated that too much care cannot be taken to make the extreme cuts, at least as rapidly as the centre, for the reasons already given, and which were so satisfactorily confirmed by experiment.

4th. In cases like the present, where the balls do not pass through the wall, the volume of the part shaken and disunited by the shock being evidently proportional to the force of the projectile—that is, to the square of its velocity, it will be proper to continue to employ the charge which communicates the greatest velocity to the ball—namely, one-half its weight.

5th. Provided that the horizontal cut be made at the proper height above the bottom of the ditch, and carried right through, there is no cause to doubt that a practicable breach will be formed, since in these experiments the foot of the scarp was covered with about six and a half feet of earth.

6th. As to the time required for breaching from the crest of the glacis, some writers fix four or five days, and three more to make it practicable; others, Bousmard for instance, about thirty-six hours. It will be sufficient for the present to repeat the results obtained from these experiments:—

	With 16-pounders.			With 24-pounders.		
	h.	′	″	h.	′	″
For opening the breaches . . .	5	37	5	4	3	45
Ten shots per gun to destroy the visible parts of the counterforts	0	50	0	0	50	0
Allow for replacing the guns by howitzers .	2	0	0	2	0	0
Allow for forty shells discharged into the breach to render it completely practicable .	1	2	55	1	2	55
	9	30	0	7	56	40

Being altogether nine and a half hours for the 16-pounders, and eight for the 24-pounders†.

* Sir John May, in his treatise on the artillery attack, recommends that the guns should be double shotted for this species of fire, when used from the crest of the glacis or covertway; and, indeed, although the discharges may not take place at the very same instant of time, yet it seems very probable that the successive shots may follow each other so closely, as to impinge upon the wall before the vibration caused by the preceding ones had ceased; and with respect to the distances between the points, at which the balls would strike the revetment, it does not seem difficult to direct the guns so as to reduce those spaces within four feet; in which case every salvo from a battery of four guns ought to shake a superficial extent of 120 square feet, being, in the case under consideration, nearly $\frac{1}{15}$th of the whole area.

† For the sake of comparison we annex the time of firing, &c., of the French battery, when breaching the bastion Toledo of the citadel of Antwerp in 1832. The battery was armed with six 24-pounders.

Time of firing, seventeen and a half hours, divided between the 21st, 22nd, and 23rd of December, when the citadel surrendered.

The battery projected 1197 balls, which divided by 6 = 199, or 200 rounds (nearly) fired from each of the six guns. Then $17\frac{1}{2} \times 60 = 1050$ the number of

Thus terminated the experiments upon the results of direct fire in breaching masonry. Those upon oblique fire and the penetration into different materials, would properly form the subject of another paper. But, in conclusion, it may just be observed that, while the battering train at the siege of the citadel of Antwerp had fourteen out of thirty-two guns rendered totally unserviceable by their own fire, these guns were comparatively uninjured. This is chiefly attributed by the Commission to the employment of cartridges made longer than the old pattern by four-tenths of the calibre, or nearly one-half, wads being placed over both powder and ball*.

The French are not ignorant of the formidable effects of our heavy iron ordnance; and, so long ago as 1811, one of their most eminent engineers, who possessed the confidence of Napoleon, observes, "Perhaps it will one day be found both more advantageous and more economical to have all our heavy artillery of cast-iron." Still, however, the majority of their military men retain a partiality for the brass ordnance; partly on account of its superior portability, partly because, as they assert, it is less liable to be broken and rendered unserviceable by shot striking it. With respect to transport, their preference appears at first sight to be a just one. To take the 12-pounder of our service as an example: the brass gun weighs only 18 cwt., the iron 33 cwt., or almost double; and, in the interior of a country where draught cattle happen to be scarce, the roads bad, and water-carriage not available, the difference of weight would seem a very serious consideration; but, in truth, it is not so much the gun as its ammunition and appurtenances which are cumbersome on a march; and while an ample iron battering-train for the siege of a first-rate fortress can be brought to the ground by 800 horses, it requires 7000 or 8000 to transport

---

minutes, which divided by 200 = 5 minutes nearly for each round; the same as that made use of in the experiments we are describing.

The scarp wall, which was battered in breach, was 4½ feet thick at top, and 6½ at the bottom. It was built of brick, and supported by counterforts 6½ feet broad, at 13 feet intervals. The cordon was 29½ feet above the bottom of the ditch, and there being a depth of five feet water in the ditch, the portion of revetment above the water was 24½ feet high.

Breadth of ditch	85 feet
Distance of crest of glacis from counterscarp . .	49 „
Total distance of battery from its object . .	134 „

The guns were directed horizontally at first at the level of the water, each extending its fire right and left to meet that of the next. When the revetment was completely divided on this line, the fire was applied to form the vertical cuts, each gun piercing a section immediately in front of it.

After about fourteen hours' firing, the wall was almost entirely demolished to a distance of twenty-one and a half feet below the cordon, and over a lateral space of from eighty-two to ninety-eight feet. All the counterforts were exposed, and some much injured. The earth was beginning to descend; but the great mass, being supported by the counterforts, was nearly perpendicular. The following morning the whole of the guns were turned to destroy these counterforts; but, after two and a half hours, the order was given to cease firing, and the Commandant surrendered. At this moment the scarp had been demolished to within three feet of the water line, the counterforts began to fly off in splinters. Considerable falls of earth took place. The rubbish formed a slope reaching above the standing part of the wall, and extending to thirty-two feet in front of the foot of the revetment. Some soldiers were able to climb up it during the suspension of arms, but it was far from practicable. General Neigre says, "Encore quelques heures, et l'artillerie avoit complétement rempli sa tâche, en livrant à l'infanterie une brèche practicable et facile."

* In breaching the citadel of Antwerp before alluded to, the French used wads of unequal lengths for every discharge, in order to prevent as long as possible the enlargement of the bore which takes place in brass guns at the seat of the ball when frequently fired.

1000 rounds of powder, shot, and shell for it (the quantity prepared by the French for their last siege of the citadel of Antwerp.)

As to the brittleness of the material, the French have certainly some reason to distrust the cast-iron. Sometimes purchasing by contract from Sweden, at others trusting ignorant speculators; employing, likewise, a metal and workmen inferior to those in England, it is not to be wondered at that their trials have frequently proved abortive*. Thus, when arguing against the use of iron cannon, they cite the siege of Meppen, where thirteen heavy iron guns were destroyed by the ricochet fire of four brass 12-pounders. Again, they remind you that two of their new iron guns, under trial on board a frigate, burst, doing immense mischief, and that seven out of fifty-six failed in the same manner when proved at Toulon. Be this as it may, the French retain much of their prejudice in favour of brass ordnance, the whole of their battering-train at the siege of Antwerp in 1832 (nineteen years after St. Sebastian) having been of that material, with the exception of six iron 24-pounders, lent by the Belgians to assist in crushing their ancient, brave, and indulgent masters.

REMARKS ON CIRCULAR STERNS.

BY THE LATE REAR-ADMIRAL JOHN MASON LEWIS.

AMONGST the defects sent in of his Majesty's ship Revenge, after the affair of Algiers, were—"Great part of the moulding and lining of the stern knocked away by the firing of the after-guns."

This is, I believe, the first instance of the after-guns of a round-sterned ship being brought into action; the effect of which is sufficient to show that any projection of wood is contrary to that essential principle for which the circular stern was constructed; and as the damage sustained, as well as the aptness of the light material of which it is composed to take fire, rendered a ship-of-war less fit for the service she is intended to perform, the evil should in future be avoided.

It will be allowed that one of the first qualifications a ship-of-war ought to possess is the power of annoying the enemy with as little injury to herself as possible; perhaps the propriety and respectability of appearance the next; and, if private convenience is not interrupted, it is as much as can be expected.

It is presumed that this may be accomplished, the ship be made more equal to service, appearance obtained, and the necessity of similar repairs done away, by the following adoption.

Instead of the present projections, let the water-closets, fitted as usual, be placed within-board, as they were originally intended, and the stern and quarter galleries be continued ranges of iron balustrade, with the bottoms of the same material.

The water-closets should be constructed with funnels, and their inboard

---

* It seems worth mentioning, while on the subject of iron, that M. Chaley, the able and enterprising French architect of the noble suspension bridge at Friburg, in Switzerland, procured the requisite plate iron [illegible] repose better and cheaper from England, notwithstanding the great length [illegible] sea carriage, than he could have done from the best French forges [illegible] only thirty leagues distant.

appearance would resemble that of any other cabin, the ingress or egress from which would occasion no greater degree of notice than the quarter-gallery door of a square-sterned ship; nor could they be carried away, which is frequently the case in the latter description of vessel.

The balustrade should open horizontally, and fall back in two parts, to afford space for the explosion of the guns during action. The bottoms being of the same material and make could not be injured by the firing, nor impede the smoke; and when not in action, foot-boards might be laid, if required. Over the upper gallery, as a protection from the sun and weather, instead of the present railing, which is liable to be blown away, or set fire to by explosion, a light iron railing should project from the cove, on which an awning of painted canvass should be laid, to be removed in action.

Three-decked should have two, and two-decked ships one gallery, has as been usual.

The middle-deck ports or windows, having no projections or buildings, would not require any berthing or finishing, except ornamental.

The rudder should reach to, and the tiller traverse on the lower gun-deck. The present projected berthing or awning over the rudder-head would not be necessary. It disfigures the ship, and affords as good a mark as the rudder itself, with about as much security to it as a cap is to the head of a man.

By galleries of the above description, the admiral and captain in three-decked, and the admiral in two-decked ships, would be afforded the facility of an uninterrupted walk entirely round the stern and quarters of the ship, and at all times be enabled to observe the degree of sails, signals, and evolutions of his own and all other ships composing his squadron, with the exception, of course, of those right ahead.

Those who cavil at the present distorted shapes, would thus find their objections done away, and the whole fabric rendered light, handsome, convenient, and serviceable, while the blowing away the linings or mouldings of the stern, by the firing of guns, in the present mode of projected buddings and coverings, the attendant expense of repair, and the chance of fire, would be completely obviated.

MEMOIRS OF GENERAL AND FLAG-OFFICERS RECENTLY DECEASED.

Rear-Admiral John Mason Lewis.

This officer was educated at the Maritime School at Chelsea, and commenced his professional career in 1780, when he joined the Cambridge, 80 guns, Captain Broderick Hartwell, stationed at Plymouth. In this vessel he remained two years, and in 1782 was transferred to the Flying Fish, 12 guns, Captain Macdougall, cruizing in the North Sea.

In 1783 he was appointed Midshipman in the Proselyte, 32, Captain Jonathan Faulkner, jun.; and proceeded in her to Newfoundland and Quebec. In 1785 he joined the Triumph, 74, Captain Jonathan Faulkner, sen., as Midshipman; and in the same year he was appointed Midshipman in the Druid frigate, 32, cruizing in the Channel.

In 1790 he was made Master's Mate into the Discovery, 12, Captain Roberts, then lying at Deptford, preparing for a voyage of discovery to the polar regions, which was afterwards prosecuted under the command of Captain Vancouver.

all at once to board the schooner, which you had then cut away to be the better clear for action.

"This is, Sir, the exact truth of what I know of that event.

"I have the honour, Sir, to be your most obedient humble Servant,

"F. LAGRANGE.

"To Capt. John Lewis Mason,
31, Gloucester Place, Portman Square, London."

On the 10th of November, 1799, in the Snake, he assisted in capturing L'Hirondelle, a French privateer, carrying 14 guns and 50 men.

On the 1st of January, 1801, he obtained Post rank, and in the middle of the year was appointed to the Braak, 24, stationed at the Nore, and was paid off at the peace of Amiens, in 1802.

From 1804 till 1809 in the Fencibles in Dorsetshire, under Captain, afterwards Admiral Shirley.

About this time an embassy extraordinary, under Sir Gore Ouseley, was sent from the British Court to that of the Shah of Persia; and it being then contemplated by that Prince to establish a flotilla on the Caspian Sea, to counteract foreign influence and encroachment, and being desirous of having British officers to organize and discipline the same, Captain Lewis applied for and obtained leave to accompany the embassy; but in 1810, being offered, he accepted the Commissionership at Antigua, where, shortly after his arrival, he nearly fell a victim to the yellow fever. He remained in charge of Antigua, with the superintendence also of the establishments at Martinique and Barbadoes, till the peace in 1814-15, receiving the thanks of the Admiralty Board at the instance of Admiral P. C. (now Admiral Sir P. C.) Durham, commanding the Leeward Island fleet.

In 1816, he was appointed to Bermuda, which, as an infant establishment, required great and varied exertions to put it in a state to meet emergencies, especially from the Americans, from whose coast it was distant only 450 miles. During his retention of this appointment, he effected a saving of 23,000*l.* to Government.

In 1818-19, the yellow fever ravaged these islands, sweeping off nearly half his family; in consequence of which, and urgent private affairs, he visited England in 1820, returning to Bermuda in the latter part of 1822.

In 1823 he again visited England, and in 1824 he was appointed Commissioner at Malta, and proceeded thither in the Phaëton frigate, 46; in 1826 was appointed a member of the Navy Board, which, in 1829, being reduced in numbers from five to three, and Captain Lewis being fourth, he went out.

In 1830, he was appointed Commissioner at Chatham and Sheerness, and in 1831 retired as a Rear-Admiral.

He died on the 6th May, 1835, at the age of sixty-five years—fifty-one of which were spent in the service of his country.

In his private character he was humane, charitable, and generous, and his heart and hand were ever open to the wants of the distressed and unfortunate. He won the friendship of all who knew him, and was honoured by that of his late Majesty, who was pleased to extend it to his family. His judgment, especially in professional affairs, was well known to be clear, cool, and comprehensive; and in the execution of whatever he undertook he proceeded to the point by cutting the Gordian knot of all difficulties.

FOREIGN MISCELLANY.

GREECE.

The climate is variable in its character, but very mild; the winter, indeed, is in general so temperate that it frequently passes over without any frost. I passed myself the winter of 1828-29 at Corinth, and the two succeeding winters at Nauplia, where I scarcely ever observed the thermometer fall below zero, or any but hoar frosts. Snow, however, lay at Corinth during the first of those winters for a few days. But during the three winters of 1833, 1834, and 1835, which I spent in Athens, the weather was much severer, and the thermometer fell to three and four degrees below zero. During the last of these winters snow remained on the ground for some days. It might consequently be inferred that the climate of Nauplia is milder than that of Athens: the inhabitants of this last town, however, assured me, that the three winters in question had been more than commonly hard, and accused the Bavarians of having imported the inclemency of their own season into Greece.

In common winters the thermometer rarely falls below zero, and during the extremest cold it never descends more than three or four degrees below it. Snow is scarcely ever seen in the low plains: I was six winters in Greece, and saw it but twice in all that time; but on the loftier mountains it usually begins to fall towards the middle of October: I speak of those which are from 4900 to 6600 feet in height. But the first snows that fall melt away, and the mountains are not permanently invested with them until the first fifteen days of November. The last snow descends commonly in the month of March, and at times, but not frequently, in April. There is no such thing as perpetual snow on the mountains of Greece; it disappears entirely in summer.

The heat is considerable and continued; almost every year it attains to its maximum of 84°; in 1828 it rose to 84° 5′ at Nauplia, and in 1833 to 84° 6′ at Athens. But such a temperature as this does not hold for more than one or two days in the year, and that not every year. During the months of July and August the heat is almost every day above 64°: as the nights are not fresh at this season, and there is scarcely any rain to cool the atmosphere, the heat would become almost unbearable were it not for the sea-breeze, which sets in about noon every day: this is so sensibly felt, that the heat is sometimes much more oppressive between seven and eight in the morning than at noon, after the breeze has set in.

It rarely rains during the summer months. An extraordinary dryness prevails from the first of May to the first of October, and it often happens that there is not a single day's rain either in July or August. Autumn, winter, and the beginning of spring constitute the rainy season: the heavy rains, such as overwhelm houses which are slightly constructed, fall at the end of autumn and the beginning of winter. December and February are usually the worst months in the year; January is frequently very fine. . . . It results from my meteorological observations that rain is more frequent in the Morea than in Attica. Storms in summer are of rare occurrence, excepting in mountain altitudes; the season for tempests, accompanied by heavy rains, is the close of autumn and commencement of winter; but it cannot be said that storms are common in Greece. Hail is scarcely known. . . . In general, near towns on the coast, I have observed a light land-breeze spring up at night, of which the boatman avails himself to push off his bark; while about nine, ten, or eleven o'clock in the forenoon, a sea-breeze sets in, which often blows stiffly, and mitigates the summer heat.

In the Morea, the average of four years (from 1828 to 1831 inclusive)

was 95 days rain, and 17 days in which there were storms. At Athens, for the three years, 1833, 1834, and 1835, there were 87$\frac{3}{10}$ days of rain, and 11$\frac{3}{10}$ in which there were storms: the mean temperature here was 45° 50′. (*Peytier.*)

AUSTRIA.

THE NAVY.

The Austrian Navy consists of eight ships of the line, lying at the arsenal at Venice (none of which are at present in commission), eight frigates, four sloops, six brigs, seven schooners or galleys, and a number of minor vessels, such as gardaporti (guardships), gunboats, &c. These gardaporti are stationed in every much-frequented harbour, for the purpose of preventing smuggling, conveying government monies, &c. They are either two-masted brigs, armed with one iron and four brass cannon; or three-masted vessels, with a crew of twenty-four or twenty-eight men; or else they are one-masted gun-boats, with an iron four-and-twenty-pounder, and manned with a crew of thirty men: in this class also there is a light vessel called a ballau, principally employed in looking after pirates, which is of very strong build. The Navy actually in commission is composed of a razéd ship of the line, a frigate, four sloops, four brigs, seven galleys, two schooners, and a brig used for the purposes of a lazaretto or hospital; amounting to twenty in all, and carrying 310 guns. Ships of war bear the same flag as vessels in the merchant service, namely, red with a broad white diagonal stripe. The flag at the staff has the Austrian arms, surmounted by a crown, in the centre of the stripe. All government vessels also carry a long red and white pennant. Besides a corps of seamen, there are a division of marines, and of marine artillery and engineers.

The navy is under the command of a Vice-Admiral, residing at Venice, assisted by a Rear-Admiral; next to them in rank are Captains of ships of the line, of whom there are none at present; then follow Captains of frigates, four in number; Captains of sloops, six (one of whom is in command of the corps of seamen); fifteen senior and twenty-seven sub-Lieutenants; seventy-five Ensigns; and eighteen Navy Cadets or Midshipmen.

The uniform of the superior officers of the Navy is a dark-blue coat with light-blue cuffs and collar, white trowsers, gilt buttons, and epaulets varying according to the rank they hold. The marine artillery wear light-blue coats with light-red cuffs and collar, gold buttons and epaulets. The corps of naval engineers consists of six ship-building engineers (*ingenieurs-schiffs-constructeurs*), three superior building engineers (*ingenieurs-oberconstructeurs*), and sub-building engineers. Their uniform is dark blue, with pinkish red cuffs and collar, gilt buttons, and epaulets varying according to their rank. The officers of the corps of seamen, whose head-quarters are at Venice, are under the command of a Captain of sloops, and wear the same dress as the superior officers of the Navy: the men, from the boatswain downwards, have a uniform of dark blue with gilt buttons. The division or battalion of marines are commanded by an officer of the staff, five Captains, six senior and six sub-Lieutenants, six Ensigns (*fähnrichen*), and fourteen Cadets. Their uniform is light-blue, with bright red cuffs and collar, gilt buttons, and epaulets.

The Naval Arsenal at Venice is one of the most interesting establishments in that city; it is very spacious, being about two miles in circuit. Upon passing through the handsome gate of entrance, on either side of which is a colossal lion in marble, which formerly embellished the port of Athens, you have the whole of this vast establishment before you; it comprises workshops of all kinds, together with a large store of every possible article requisite for the outfit of ship[illegible] [illegible]sion of halls

in which thousands of arms and muniments of war are grouped in a tasteful manner. The Hall of Models contains an extensive collection of models of all kinds of vessels, both large and small. In an adjoining chamber are Canova's bust of Emo, a naval hero, well known in the annals of Venetian history; and of General Gattamelata, another Venetian commander of high repute: the same apartment likewise contains a splendid basso-relievo of the Adriatic, its rocks, cliffs, and islands.

The Arsenal possesses thirty-two covered slips for ships of the line; fifty-four slips for smaller vessels; four large basins; five cannon-foundries, a very fine ropewalk, 910 feet long, 70 feet broad, and 32 feet in height; extensive works for carpenters and shipbuilders, &c. The number of workmen daily employed here is from a thousand to twelve hundred. Nothing more remains of the bucentoro, or gondola, in which the ceremony of the quondam Doge of Venice's marriage with the Adriatic was solemnized, but a few fragments.

The Academy of Naval Cadets is also established at Venice. It is under the management of a Rear-Admiral and Deputy-Superintendent. There are six professors engaged in it, three of whom give instruction in the mathematics exclusively; the duties of the others extend to teaching ship-building, marine architecture, experimental philosophy, history, geography, naval law and police, and naval strategetics. One of the chaplains of the navy gives instruction in religious knowledge. There are three inspectors of internal discipline; and two of them teach infantry exercise and writing. The Italian, German, French, and English languages, drawing and fencing, as well as the practice of navigation, are also taught. There are twenty pupils in this institution who are educated at the public expense; the remaining cadets are educated at the expense of their parents or friends.—O. E.

SWITZERLAND.

The general staff of the Army of the Confederation is at present composed of twenty-one Colonels, fifteen Lieut.-Colonels, eighteen Majors, thirty-nine Captains, and twenty-five senior and sixteen junior Lieutenants. Eighty-one of these 134 officers belong to the German, forty-five to the French, and eight to the Italian Cantons: that of Geneva alone contributes three Colonels, two Lieutenant-Colonels, and five Majors.

RUSSIA.

In order to facilitate the retention of their sway over the uncivilized hords of the Caucasus, the Russian Government is in the habit of drafting off from three to four hundred of them (and they are principally Circassians) to St. Petersburgh, where they are incorporated with the guards, and allowed to retain their national costume and equipments. By dint of very indulgent treatment and high pay—for each private receives above twenty silver rubles or nearly eighty shillings a month—they are taught to feel much attachment to the service. When the three years are expired they are relieved by a fresh pulk, and are sent back to their native mountains, where they speak in the highest terms of the care and kindness lavished upon them in the Russian metropolis, and engender very salutary impressions in favour of the Imperial Government among their fellow-countrymen. The result of this policy has been that the people of the Caucasus, as a body, have of late years desisted from their destructive inroads upon the Russian territory; though some few isolated tribes venture upon occasional forays, and still require to be kept within bounds by the cordon stationed for the defence of the frontiers.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Sir Andrew Halliday in Vindication of his Theories, and on Topics connected with the Health of the Troops in the West Indies.

MR. EDITOR,—I beg leave to commence this letter by expressing my best thanks for the liberal space you have allowed in your last Number to a review of my little work on the West Indies. The Reviewer has expressed himself in terms so gentlemanly, that I certainly cannot take offence at any of his remarks, although they are calculated, in some measure, to bring into question my good faith as well as my knowledge of *Physics*. I am, however, ready to meet him upon both points, and also to show that my *theories*, however absurd he may think them, are more likely to lead to inquiry than to excite ridicule in the mind of a sound-thinking philosopher. I am unwilling to trespass upon your good nature, at the same time I hope I may be permitted to set myself right with your numerous readers, many of whom may never see my book. If distinctly mentioning (see page 30 and note) the individual, and referring expressly to his work, be not a sufficient acknowledgment of my obligations to the Editor of the "West Indian," I must plead guilty to the charge of the Reviewer; but I deny that my narrative is a *verbatim* copy of his, as I gathered the particulars from more than fifty witnesses as well as from his pamphlet. I was not present during the hurricane, and therefore could only give the occurrences as they were related to me.

With regard to the effects of a sudden change of longitude upon the health of the traveller, I have only to remark, that I consider the animal frame like a well-regulated chronometer, and whether we sail to the West or to the East, it will take some time before our functions and feelings can conform to any other hours than those which the clock points to, in the meridian of Britain; and that any very sudden deviation from these hours must and will be prejudicial to the health of the individual. When we arrive at Barbadoes, we find the garrison clock at St. Ann's striking twelve at noon; if, however, we examine the ship's chronometer, and consult our own feelings, we find both clearly indicate that it is only eight A.M. of the clock at Greenwich. If we move for an equal distance towards the rising Sun, and with the same rapidity as the good ship Pandora took me to the West Indies, nature for a time will incline us to keep quiet in bed even though the altitude of the sun may indicate that it is already past midday. I do not say that we *ought*, or that it is even *necessary*, to conform to the time shown by the chronometer, in preference to that shown by the clocks of the locality; but I have said, and I say still, that any sudden change in the long established laws of the animal machine cannot be made with perfect impunity.

As to my theory of the cause of the hurricanes, and my speculations respecting the formation of the islands in the Carribean Sea, they may be very silly and deserving of ridicule, but the Reviewer is not to consider that I am ignorant of any of the supposed properties of the atmosphere, or unacquainted with many of the facts that have been fully ascertained as connected with it. The Reviewer must allow that all bodies are expanded by heat, and that the expansion of the same body increases with the quantity of caloric that enters into it, provided the form and chemical constitution of that body be preserved. If so, he must also admit that by cold or the absence of heat the same body will become *condensed*; and I believe that all philosophers are agreed that it is the rarefied or expanded state of the atmosphere within the tropics, and the condensed state of the same body at the poles, that occasion the phenomena of wind, whether in the form of a breeze, a gale, or a [illegible] ll gaseous as well as aqueous fluids tend to an equality of [illegible] velocity with which the con-

densed portions of the polar atmosphere will make their way to the equator, will always be in proportion to the partial vacuum formed by the greater expansion and rarity of the air at any given point. The space which receives the direct rays of the sun will always be more heated than those parts of the earth's surface to which they pass obliquely; hence the constant currents of air from the northern and southern poles which, from their course being steady and uniform, have obtained the appellation of the trade-winds.

If the earth were a body at rest, these currents would be due south or due north. But as the earth revolves on its axis, and the atmosphere revolves with the earth, and shares the velocity of that part over which it is vertical; and as the parts near the equator describe a larger circle than those at the poles, the motion must be more rapid; hence the stream of cold air which rushes to the equatorial regions is a slow moving zone, the transverse approach of which towards the zone moving more quickly gives it the effect of an oblique approach; so that on the north of the equator these winds blow constantly from the north-east, and on the south from the south-east, when they are not acted upon or interrupted by land.

The currents of the ocean follow the same law. But as the equilibrium must be kept up in all parts, there is a counter-current (at a certain elevation from the earth's surface) constantly moving from the equator towards the poles, which, if I may be allowed so to speak, gradually slides down along an inclined plain to supply the place of that air which is drawn from the poles towards the equator upon the earth's surface.

My theory is simply this. The under current of the atmosphere in the latitude of Barbadoes is more heated and more expanded than the upper current. I have nothing to do with the relative weight or pressure of the air in these currents. I then suppose that, by some of those hidden influences which philosophy has not yet been able to explain, a vacuum more or less perfect (but of limited extent) is formed throughout the whole extent of the under current or stratum of heated air; and that the cold and more *condensed* air in the upper stratum falling into this pit or funnel rushes down to the surface of the earth, where rebounding and becoming expanded by the caloric it receives, we have all the horrors that constitute the hurricane.

I can assure the Reviewer that I have read all Pascal's discoveries, studied Halley's demonstrations, and even considered the interesting investigations which have occupied the attentions of such men as Bernouilli, De Luc, La Place, John Leslie, and others; but while I admit their facts, I have been sometimes disposed to question their hypotheses. We know as yet too little of the effects of temperature, electrical equilibrium, retentions and depositions of aqueous vapour, and even distance from the earth's surface, to be able to say how much all or any of these contribute towards those changes in the barometric columns which we know do undoubtedly take place within the tropics. The variations in the height of the barometer are scarcely perceptible under the usual appearances of the atmosphere; but immediately before the commencement of a hurricane it has been known to drop several inches—a strong proof of the probability of my theory, which the Reviewer considers is so very absurd.

Dr. Wollaston, in his Essay on the finite extent of the Atmosphere, has only taken into account the reduction of pressure; but as a reduction of temperature has a tendency to deprive gases of their elastic form, may we not suppose that the extreme cold which it is admitted prevails in the upper regions of the air is of itself sufficient to put a limit to the extent of the atmosphere?

In passing through the air, under ordinary circumstances, the difference of time which a feather and a pellet of lead (though of the same weight, and thrown from the same height) will take in reaching the earth will be very great; but if they are made to descend through a vacuum the one will move as fast as the other, and they will both reach the bottom toge-

ther. Now, whether the cold air in the upper current may be heavier or lighter than that of the lower, it matters not. My theory proceeds upon the supposition that a *vacuum* has been formed in the lower stratum; and, if so, that the cold air, whether *light* or *heavy*, will rush down until it is stopt by the surface of the earth or sea; and that the force of the hurricane will be in proportion to the greater or less degree of perfection with which the said vacuum has been formed, or the distance to which it extends. My theory may, indeed, be most absurd, but I had hoped it would excite inquiry rather than ridicule.

With regard to the formation of the islands in the Carribean archipelago, it is evident that they have come into existence subsequently to that period of the creation when the Almighty separated the dry land from the sea; that they are of volcanic origin; and to offer a conjecture as to whether the liquid and burning mass was thrown up from the centre of the earth under the spot where each island is now found, or came in a stream from a distant reservoir, and when checked in its course threw up those masses which we now find are elevated mountains of granite or basalt, may be, and indeed is, a matter of very little importance. It is quite sufficient, as my friend the Reviewer says, "that they have been created," and that they contain the good things he has so facetiously enumerated. I cannot, however, charge myself with having had any fanciful theories engendered by any due or undue quantity of the admixture of the sugar, the rum, and the lime, with a modicum of pure water.

In the letter which you have done me the honour to append to the review, I thought I had sufficiently disclaimed all pretensions to any merit in having recommended a change of diet for our troops in the West Indies; but as you have offered some remarks on this subject which are calculated to deprive me of the little merit that really is my due in this matter, I am compelled to be a little more explicit.

You have stated the facts most correctly as to the investigation which took place in the autumn of 1835; and the report of my friend Mr. Marshall, and of Lieutenant Tulloch, is no doubt a most valuable and important document; but I must now ask, what led to that investigation, and produced that report? Why, Sir, *it was a memorial or report which in October*, 1834, *I sent to Sir Herbert Taylor from Demerara!* which was carefully read by our late most gracious Sovereign (whose anxiety for the soldiers' welfare was indeed that of a parent for his children), and was so approved of and considered of such interest that *by his Majesty's express command it was sent to the Secretary of State for the Colonies for him to take into consideration*, and, as Sir Herbert informed me, "when it is returned from the Colonial-Office, *I have orders to send it to Lord Hill*" It was therefore to the interference of good King William that the inquiry took place in 1835, and it was owing to the full proofs of all my statements which the records in the Army Medical Board Office afforded, that Lord Howick came to the determination of sanctioning the change.

Whether the investigation which took place in 1835 was recommended with a view to confirm, or rather with a hope that it would refute the statements I had brought before the King in my memoir, I shall not venture to say, though I have my own suspicions. But this I will venture to affirm, that had my humble memoir not met with that attention and consideration from his Majesty which it did, I might, like many of my able predecessors in the West Indies, have sent [illegible] quarterly and annual reports as would have filled a ship before a [illegible] would have been so investigated at the Medical Board Offic[illegible]

The publication of my book, therefore, [illegible] eleventh hour, had certainly no e[illegible] in the West Indies; but my r[illegible] the [illegible] importance, and my letter[illegible] indiv[illegible] ur-self, Mr. Editor (see you[illegible] for [illegible] effect, and were, I believ[illegible] use[illegible]

ing my report, led to that beneficial change. I also firmly believe that it is the statements put forth in my book that have led to the late circulars from the Horse-Guards, and from the Army Medical Board Office, and which I have no doubt will lead to still further changes that will greatly benefit the poor soldier, and tend to improve his moral character on colonial service.

Some regulation should be made with regard to the period a regiment should be allowed to remain in any of the islands; and, above all, something like common attention to the feelings of humanity and a regard for the lives of our fellow-creatures should be shown in the way and manner in which the troops are transferred from one colony to another. More disease has been engendered and more lives lost by crowding men upon the decks of the transports, exposed to alternate deluges of rain and the direct rays of a tropical sun, without covering of any kind, or without the possibility of finding rest for their wearied limbs for days and nights together. They are generally so closely packed that there is scarcely even standing room. Men, *women*, and children all huddled together, without any consideration for the decencies or delicacies of feeling which, even in the most degraded of our species, are attended to. This is the real cause why change of colony has been believed and represented as prejudicial to the troops, while, on the contrary, as I proved from the records in the Medical Office at Barbadoes, the more frequently a regiment had been changed from one island or colony to another during its stay in the West Indies, the fewer had been its casualties.

Again, Sir, not only the position must be changed, but very considerable alterations must be made in the construction of most of the barracks in the Windward and Leeward Island commands. Neither locality nor construction ought to be left to the absolute control of the Engineer department. When a new barrack is determined upon, it is the duty of that department to select the most eligible situation, and to prepare different plans for the buildings contemplated; but before the works are entered upon the opinions of the Commander of the Forces, the head of the medical department, together with that of the medical officer who may have served longest in the colony, and of one or two superior officers who may have served longest in the command, as also of one or two of the most respectable medical practitioners in the colony where the barrack is to be built, should all be consulted, and then, but not till then, the locality and the plan decided upon. Had this course been followed several millions of John Bull's good money might have been saved, ay, and many lives too.

What I have here mentioned are most important, but may be stated to require consideration. There are others, however, not less so, that can and ought to be remedied without an hour's delay. Can anything be more disgusting or demoralizing than the men, women, and children of a regiment being compelled to use the same open *privies?* Is there any necessity for compelling the men to sleep upon palliasses stuffed with the crude husks of the Indian corn-stalk or the rotten leaves of the plantain-tree, when the best and the cheapest article that ever was used for mattress or palliass is to be had in abundance upon the spot?

The United Service have found in you a powerful and willing advocate. I have endeavoured to follow your example; but having too often acted with more zeal than discretion, I have (I am afraid) given my enemy the opportunity of getting a *black mark* affixed to my name at the Horse Guards. I shall live, however, to see that enemy humbled, as I have seen many others.

I have the honour to be, Sir,
Your very obedient Servant,
ANDREW HALLIDAY,
Deputy Inspector General of Army Hospitals.

Hampton Court, 11th Aug. 1837.

Lieut. Walker, R.N., in reply to Capt. Sneyd, R.N.

MR. EDITOR,—Your Number for August contains a letter from Captain Clement Sneyd, on the battle of Camperdown, in answer to one of mine in the preceding Number. Captain Sneyd's letter would have been answered by me sooner, but that I was away from Liverpool for several weeks, and only saw it on my return, a few days back.

I beg to disclaim any intention of taking from the merit of Sir Henry Trollope in that action; nor can any thing I have said be so construed. Sir Henry is too well known as a distinguished officer for me to presume to question his conduct. In the performance of a duty which every liberal-minded man in the profession would give me credit for, namely, the vindication of my father's rights, I have cautiously abstained from comment, confining myself to quotations from the naval history of the country.

It is true that I was "not born" at the time of the action,—than which nothing can be a fairer excuse for referring to the page of history; at least no better suggests itself to me, as it is generally considered sufficient evidence, after having existed for many years uncontradicted by contemporary writers. Considering history in this light, I would make a few more extracts therefrom, to substantiate the assertion in my first letter, viz., that "if the Delft and Alkmaer did strike to the Russell it is obvious they recommenced action with the Monmouth."

Captain Brenton names the Monmouth as one of the ships that "bore the brunt of the action." Ralfe, in his memoir of Sir H. Trollope, gives a very detailed account of the Russell's share of the fight. He speaks of the Russell's engaging the Delft, but expressly states that she "struck to the Monmouth," Captain Walker. He makes no mention whatever of the Russell engaging the Alkmaer; her name is not even found in Sir H. Trollope's memoir. If the Delft and Alkmaer by right belonged to the Russell, were they claimed by that ship?—and if not, why?

I quote also the excellent article on "Naval History," in your June number. It says, Mr. Editor, the "Belliqueux, Bedford, and Monmouth," Captain Walker, "fought desperately through the whole engagement." The Monmouth lost five men killed and twenty-two wounded: surely she must have fought some ship to have met this casualty!

Until I saw your Journal for June I never heard it disputed that the Monmouth took the Delft and Alkmaer. My surprise was therefore very great to see an extract from the log of the Russell claiming them both. I deemed it a duty to my father's memory to make the statement I did; nor has any observation of Captain Sneyd's in the least altered the facts as recorded in history. I cannot conceive that Lieutenant Sneyd, through the noise, confusion, and smoke on the lower deck of the Russell, could see more distinctly what Commander Walker's duty was than that officer himself could, from the poop of the Monmouth; nor can I believe that his Majesty King George III. would have bestowed his personal praise on a man who did not richly deserve it.

Captain Sneyd states that the "Monmouth had more than she appeared willing to perform in her proper station;" and continues, "How Commander Walker ought to have been dealt with * * * *." Although the writer has chosen to conceal his sentiments under convenient asterisks, the inference is clear enough. There are also other imputations against Commander Walker of a dereliction of duty in the action.

All the histories I have quoted existed before my father's death, which occurred in July, 1831. Captain Sneyd had therefore an opportunity of discussing the merits of the case with Admiral Walker during his life, of which I am not aware that he [illegible] himself.

I appeal to all those w[illegible] er, if his courage was of so questionable an order [illegible] n by his son, a Lieute-

nant, some years after his death? The different steps in his profession were hard earned and the reward of actual service. He served as a Lieutenant under Sir Sam. Hood at St. Kitt's, and in Lord Rodney's action with De Grasse. He was a First Lieutenant in Lord Howe's action, for which he was made a Commander; and was made Post-Captain for Camperdown. He commanded the Isis at Copenhagen, which ship had 112 men killed and wounded, and was nearly destroyed by the enemy. And during a career of fifty-five years he commanded eighteen ships. Both Lord Duncan and Sir R. Onslow approved of my father's conduct at Camperdown; and if the Admirals in command are not to be considered the arbiters of honour, who shall be?

Were your readers all naval, Mr. Editor, it would be superfluous to give these details, but as many who peruse your Journal never heard of Admiral Walker, I would offer them one word in conclusion. If Captain Sneyd be right, his Majesty King George III. was wrong, Admirals Duncan and Onslow were wrong, and all the naval histories of the day are wrong.

I have the honour to be, Mr. Editor,
Your most obedient Servant,
L. C. Walker, Lieut. R.N.

Liverpool, No. 3, Crown-street, Sept. 15, 1837.

Avoidance of Accidents in loading Ordnance.

Mr. Editor,—In the United Service Journal of this month I perceive the letter which I wrote on the occasion of an accident by the explosion of a gun whilst loading. Its object was to show that a certain degree of windage to the sponge was a desirable security to the gunner; and it was hastily observed in it that the effect of the insertion of the sponge in the gun, in raising a fold of paper or other light substance from off the vent, might be made a test of the fitting of the sponge. On reflection, this seems a very erroneous observation, as such a test would require that the force with which the sponge is pressed home should be invariable, and also that the weight which, when placed on the vent, would just counterbalance the rush of air up it caused by the largest safe sponge should be ascertained, and this for every calibre and description of ordnance. The draught of air through an open vent occasioned by the sponging will vary not only according to the quantity of air impelled, but also the force with which it is impelled; but the condensation of air in the closed vent would be proportioned to the closeness of fit of the sponge, and the cubic contents of the bore and vent of the gun.

It has struck me that a better way of fitting sponges would be to give them the same windage or thereabouts as the shot. This would probably be sufficient to prevent any great condensation of air in the vent, whilst it would leave the sponge high enough to clean out the gun, especially if it were sufficiently full of wool at the end, where fulness is more useful than at the sides.

My object has been to raise the question—whether the fitting the sponge closely to the bore of the gun, for the purpose of extinguishing flame by causing a vacuum, is not an erroneous and perhaps a dangerous practice? My idea is, that with a very high sponge it would be safer not to stop or serve (as it is technically termed) the vent. With an open vent the sponge would drive every particle of fire out of the gun, whereas with a closed one it would remain in suspension.

I remain, Mr. Editor, your obedient Servant,
J. A. Gilbert, Capt. R.A.

Island Bridge, Sept. 11, 1837.

Naval Charitable Society.

MR. EDITOR,—Among the many benevolent institutions which adorn the metropolis, and which have originated from philanthropical intentions of the British Navy, whether we view its utility, or the benevolent intentions of its founders, few can claim a higher rank than that of the Royal Naval Charitable Society.

The small *modicum* required from the subscribers, compared with the extended relief it diffuses over the unprotected relatives and orphans of those whose lives have been devoted to their country's service, must be not only a pleasing contemplation for its present members, but also a great incentive for non-subscribers desirous of participating with their brother officers in these advantages. As with all institutions, an augmentation of our subscribers has produced an increase of opinions, whose collision, if not speedily and happily reconciled, will dim the reputation of this society, and outrage the memory of its primitive projectors.

It may not be generally known that this society traces its establishment to an epoch as far distant as that of 1739; that it became extinct in 1775, but not until "the ends for which it was instituted became accomplished;" that, in 1791, many of the Flag-officers and Captains of the Fleet, foreseeing its imperious necessity in the great conflict which then embraced the whole of Europe, revived it; and as deeds of charity and benevolence are justly esteemed in the present day to far outbalance deeds of arms and warlike achievements, its original founders, who have combined these two in a manner which naval history should transmit to posterity, ought not on this occasion to remain unnoticed. They are as follow:—

Admirals Sir Francis Geary, Bart., Lord Shuldham, Matthew Barton, Sir Peter Parker, Bart., Samuel Barrington, Richard Edwards, J. C. Allen, Sir John Jervis, K.B., Samuel Cornish; Captains Sir George Collier, John Macbride, James Fergusson, Samuel Marshall, William Locker, C. Ommanney, George Lindsay, Thomas Pringle, Skeffington Lutwidge, William Bentinck, J. H. Whitshed, Sir Joseph Andrews, Bart., J. P. Andrews, Hugh Pigot, Hugh Crookshank, and Edward Ommanney.

Let us, therefore, hope that if any difference of opinion should remain, that a happy compromise might be the early result of the next October meeting; and that you, Mr. Editor, will promote it by using the powerful aid of your influence amongst the subscribers and readers of your extensive Journal, is the wish of

Your obedient Servant,
A SUBSCRIBER.

Colonization in Southern Africa.

MR. EDITOR,—I have perused with considerable interest a proposition which appears in your Journal for September, as an advertisement, for forming a new colony in Australasia, and I highly approve of the principles which it advocates, more particularly of that part which ensures to the inhabitants of a colony the blessings of local self-government, without in the slightest degree militating against the established laws of England more than any corporated city in the United Kingdom has the power of doing by the administration of its chartered privileges.

The chief justice and the judges of the new colony being appointed by the Sovereign with a fixed salary, form the connecting link between the colony and the mother country, and become the guardians of the liberties of the colonists.

I regret, however, to observe that the projectors of this plan have decided upon establishing themselves in New Holland; but I am in hopes, through the medium of your pages, to be enabled to point out the inesti-

mable advantages they might obtain were they to select the eastern districts of the Cape of Good Hope as the theatre of their operations.

The vacillating policy that of late years has been pursued in regard to the treatment of the Caffres and the defence of the frontier, has completely destroyed confidence on the part of the settlers, and a decided check to industry has been the consequence. Property is so much deteriorated in value since the late Caffre irruption that purchasers can with difficulty be found for it at any price, and numbers of enterprising farmers are actually *en route*, with their goods and chattels, to a distant part of the interior, determined to be independent of the British Government.

I therefore conceive the present moment to be a favourable opportunity for the association to petition for liberty to apply their principles of self-government to the four eastern districts of the Cape colony—namely, the districts of Uitenhage, Albany, Somerset, and Graaf-Reynet; and the Government, upon the nomination of the members of the first Council, might stipulate for the re-appointment of those persons now holding official situations in that part of the Colony.

There is every reason to suppose that my compatriots will highly approve of such a form of local government, as they have frequently petitioned the government at home to grant them a legislative assembly of their own.

The natural resources of Southern Africa are so well known that it is needless for me to enter into a detailed statement of what might be their value to this country, were they properly developed; for in addition to an important trade in wild beasts' skins, ivory, &c., already carried on with the natives, the fishing on the coast promises to afford a profitable return for capital employed; and wool, the valuable staple production of New South Wales, can be raised in any quantity, and of the best quality, specimens of it having rivalled the wool of that colony in the London markets; added to which, the climate is most salubrious, and the general features of the country are magnificent in the extreme. Words, indeed, are wanting to convey an idea of the splendid scenery to those who have not been in that part of the world.

In conclusion, I must remark, that, having property in the eastern districts, I would willingly subscribe five hundred pounds towards the accomplishment of such an object, and would, in case of its taking effect, return to reside on my estate. The proximity of the Cape of Good Hope to England, being situated on the high-way to India and other European colonies in the eastern hemisphere, should certainly entitle it to a preference over Australasia.

In support of what I have advanced above, I subjoin an extract of a letter that appears in the Graham's Town Journal of the 8th of June last, as follows:—

"Tarka, 22nd May, 1837.

"From the time I left Kronap you can have no idea of the state in which I found the country. I have passed several caravans of 'trekboers.' Numbers have their wives leading their waggons, and their children driving the cattle, horses, sheep, goats, &c. It is, my dear Sir, truly melancholy; every one is on the move, and this once populous and flourishing district will in a few months be entirely abandoned. The evil is so serious and great that it is too late to apply an effectual remedy."

Your obedient Servant,

A South African Boor.

Slave Trade on the Coast of Africa.

Mr. Editor,—In the early period of the year there appeared in your valuable Journal two articles on the subject of the Slave Trade; the title of the first is, "The British Naval Service, and the Treaties on the Slave Trade," and of the second, "The Treaties on the Slave Trade, and the Mixed-Commission Court at Sierra Leone."

In many respects these articles maintain totally opposite views, and the latter of them may be considered as an attempted reply to the former. Facts were stated by one writer and denied by the other; and the assertion and denial of each, where unsupported by other testimony (which was sometimes the case), might reasonably be taken as an equivalent.

Happily, therefore, for those who, like myself, take a real and personal interest in the subject of the discussion, the opportunity is now afforded us of testing the conflicting statements to which I have alluded, by a reference to the only authentic source of information open to the public at large—I mean the Correspondence on Slave Trade, class A and B, which is annually presented to Parliament, and which, for the year 1836, has been printed and published during the present week.

After an attentive consideration of the points in dispute, which admit of direct confirmation from the public papers before me, I feel bound to declare that the statements of the gentleman who signs himself W. S. are fully borne out in every instance. His information might, indeed, from the first have been supposed to emanate from a good source, as he informs us (p. 385) that he was himself formerly connected with the Court, whose measures he undertook to canvass.

Without farther preface, I will at once proceed to justify the conviction which I have expressed, by submitting to the impartial tribunal of the Parliamentary Papers all those different versions of fact which occur in the productions of W. S. and his opponent. With the opinions of the one article or the other I have at present nothing to do. I am now dealing only with facts; but it is hardly necessary to observe, that the opinions of W. S.'s opponent are necessarily implicated in the demolition of the imaginary facts on which they are supposed to rest.

At page 21, the January article stated, with regard to the cruisers on the African station, "Last year in six months the squadron sent up nearly 5000" (slaves). W. S. denied this at page 385, and referred to pages 8 and 12 of the Parliamentary Papers, class A, for 1835, published more than a year ago, to show, "that in the first six months of 1835 only 2813 slaves, and in the last six months of that year only 1832 slaves were emancipated."

W. S. adds, "If the statement refer to the first six months of 1836, it is still more erroneous." That W. S. is correct will be seen by turning to page 2 of the papers just published, where it appears that only 1751 slaves were emancipated between January and July 1836. The writer of an article for your last January Number could not, I should suppose, have intended that he was aware of the number of emancipations which had taken place on the coast of Africa in the six months between the 5th July, 1836, and the 5th January, 1837. But even had such been his intention, page 1 of the "Supplement" will convince him that in this respect also he has been misinformed.

At page 27, the writer of the January article informs us, "There was, very recently, a Spanish brig upon the coast, which had been boarded by a British sloop-of-war, detained upon suspicion, and sent to the Mixed-Commission Court for trial. By the decision of that Court she was deemed not to be fitted illegally, because not falling under the description of the treaty. She evaded the treaty by having numerous air-scuttles in her sides." Without speculating upon what might possibly be the decision of the Court, were such a case to come before it, W. S. (page 385) asserted that the facts here stated were purely imaginary, and that no such case ever did come before the Court of Mixed Commission at all.

It is due to W. S. to say, that we have in vain sought through the history of the transactions of 1836 for [illegible] t could give even a colourable pretence for the statement c[illegible] Out of fifty-one vessels which came before the Court at [illegible] year 1836 (see Supplement, page 6), all were [illegible] out of these

four were restored, on the ground of their having been captured by his Majesty's brig Curlew at a time when her commander had not as yet received the Admiralty Instructions authorizing him to make seizures under the new Spanish treaty (see the cases of the General Manso, Victorina, and Josefa, class A, pages 38, 50, 54).

The decision of the Court, restoring these vessels, had no reference whatever to their equipment, which was avowedly, in all respects, that of acknowledged slavers. The only other case in which condemnation did not take place never came to trial, nor was the Court called upon to pronounce any decision upon it, as the prosecution of the vessel was abandoned, immediately after its being entered upon, by the captor's proctor, who stated (see class A, p. 9), "that upon perusing the evidence filed in the case, in support of the allegations contained in the seizer's declaration, he found the same insufficient to enable him to proceed to adjudication." Well may W. S. exclaim (page 385), "I really should like to know the source from which my opponent has drawn the facts which he has given to the public!"

Finally, let the case of the Gaceta, as represented by the January writer at page 35, and by W. S. (how differently) at page 384, be compared with the official report of the same case in class A, pages 28 and 29.

The unfortunate Sierra Leone Commissioners had received no sparing censure for not having brought the old Spanish slave treaty to bear upon the Spanish schooner Gaceta, taken with slaves on board by his Majesty's ship Pylades. They were accused also (p. 35) of "trifling, inconsistency, and cruelty," with regard to the Gaceta's slaves, "with coldly looking on at the miserable state of 280 poor creatures crowded on board a small schooner," and who, "but for the humane interference of the Governor, must have remained on board in precisely the same crowded state in which the Spaniards had packed them for a passage to the island of Cuba."

To every portion of this statement W. S. gave a direct contradiction, and replied that the Gaceta could not have been adjudicated under the old Spanish treaty, because she was prosecuted under the new Spanish treaty; and he asserted that the Gaceta's slaves were landed at the instance of the Commissioners themselves, immediately after the vessel's arrival at Sierra Leone; and that the Governor of the colony had nothing to do with the matter, except in giving effect to the Commissioners' wishes in the usual manner. Can two statements be more opposed to each other? But, that W.S. is correct on this occasion also is apparent from the following quotation:—

"His Majesty's Commissioners to Lieutenant Governor Campbell.

"Sierra Leone, 14th February, 1836.

"Sir,—We have the honour to report to your Excellency that the Spanish schooner Gaceta, Don Joaquin de Andricain, master, arrived here on the 24th ultimo, and that her slaves, to the number of 224, were landed on the 26th ultimo, and delivered into the temporary charge of the liberated African department, with the permission of your Excellency."

The Commissioners then inform Governor Campbell that "delay might arise in pronouncing judgment on the case, "because the treaty under which the Gaceta has been prosecuted cannot be fully carried into effect until some legislative enactment be had thereon;" in fact, until the act, giving effect to the new treaty had passed through Parliament, and had received the royal assent.

The points to which I have drawn your attention are in themselves, perhaps, of no very serious importance; but they serve to prove (and that is my object in addressing you) the relative value to be attached to the conflicting statements of two opposing writers on one of the most interesting subjects which has occupied the columns of your valuable Journal.

I am, Sir, your most obedient Servant,

July, 1837. FAIR-PLAY.

Cavalry Uniform and Equipment.

MR. EDITOR,—It has often been a matter of surprise to me that our light cavalry (particularly the Hussars) are dressed and equipped in a manner so ill adapted for the services they have to perform. For what can be more preposterous than scarlet uniforms for troops employed on outpost duties—troops that have to sneak about on patroles and reconnoissances, trying to see everything without being themselves seen. As to red being the national colour, it is very well when it does not combat with utility. Let the infantry of the line and the heavy cavalry be dressed in scarlet; but let the light dragoons and Hussars, as heretofore, wear blue, or some dark dress. If all our fighting men are to wear scarlet because it is the national colour, our sailors should be dressed in it—the Artillery, the Horse Guards, and the Rifles; and surely no one would think of making the latter so entirely unfit for the duties they have to perform as they would be were they made conspicuous in the field.

Our carbines are bad. Of what use are fluted barrels? The flutes increase the windage, offer resistance to the ball, and harbour dirt. Let the barrels be smooth, perfect cylinders, twenty inches long, the same bore as at present; let the flint-locks* be good, and the stocks of sufficient length, substance, and bend; there is an equal necessity for the goodness of the three constituent parts of fire-arms; let one part be bad, and it is no longer a good arm. Of what use is a good barrel, if the lock never gives fire? and of what use is a good lock, if the barrel is not true and strong? and let both of these be good, yet still if the stock be too straight, or short, or small, the soldier can neither take good aim nor discharge his piece with safety, certainly not with comfort. Too little attention is also paid to the flint. A bad flint mars everything; and those that are served out are infamously bad. To remedy this, I would have one or two men per troop taught to break flints (a very easy business); and let them break them of a good quality and proper size, for their own regiments.

The new swords, though an improvement on the old, are far from what they ought to be. They are too straight, too highly tempered, and, instead of the blade being continued the same size to the bottom of the handle, it finishes at the top of the guard, after which there is a small piece of iron tapering to the size of a goose-quill going through the grasp; the consequence of which is, the blade is always loose in the handle, and frequently breaks off altogether. They are adapted to giving point only, whereas the slashing cut will always be the favourite practice of the British dragoon, and at a gallop it is the most efficacious. The new swords and new sword exercise are very well for men on a foot parade in a barrack-yard—nowhere else.

We now come to the pistol, of all things the most useless, a mere lump of cold iron placed on the withers of the horse, for the purpose of helping him to a sore back: the weight of the pistol and holsters being 8 lbs., instead of this worse than useless weapon, I would have every man carry a small bill-hook, buckled up in a brown leather case, and fastened round his waist on the right side by a single strap. Mounted, or dismounted, the soldier should never be without this implement, the cost of which, case and all, would be about three shillings; the weight, 3 lbs. On service this would be of daily use, in cutting trees for hutting, fire-wood, green forage, &c.; and though bill-hooks and reaping hooks are served out now, in a certain proportion, for these purposes, it is very well known that after a few days these are lost, and the swords have to do all this work, and they soon become in consequence unfit for every thing. At home also, as well as on service, how often might they be made available in clearing the way for the march [illegible] across country, and in towns

* I hope never to see [illegible]

and villages, destroying barricades, breaking open houses, and, at close quarters, a better fighting weapon could not be invented,

Besides easing the horse's withers, by doing away with pistol and holsters, other most essential advantages would arise, the cloak might be put on low enough to admit of the soldier carrying his bridle-hand properly, he would be much better able to manage his horse, and ride more gracefully. The sheep-skins would be saved, which now are continually subjected to the friction of the bridle reins.

As to sheep-skins, I would do away with them and the shabraque, and have a good article made from goat, wolf, or any other cheap skins, to answer the purpose of both. Sheep-skins are always rotten, the white become brown, and the black rusty, the same may be said of the fur on the Hussar's pelisse, which should be seal-skin or something of that sort.

People are not generally aware of the weight which a light dragoon horse carries; were you to tell them that it was 25 stone (of 14 lbs. to the stone) you would not be believed; yet this is the average weight with which this description of horse is encumbered on service; and when we consider the other disadvantages of bad roads, long marches, hot climate, and often bad and scanty forage, under which the poor animal labours, he ought to be an object of our pity, and any one who can make his life easier under such circumstances, by lightening his load, or by any other means, is a friend to humanity.

I will enumerate the several articles the horse has to carry, together with the weight of each, and afterwards show how the burden may be in some measure diminished.

	st.	lb.
Average weight of man	11	7
Necessaries and clothing	2	5½
Camp equipage	1	2
Cloak, sheep-skin, and shabraque	1	1
Sword, carbine, pouch-belt and pistol	1	5½
Ammunition, 60 rounds	0	4½
Saddle and bridle	2	0
Collar and chain	0	6
Rations of hay, corn, meat, bread, wine	4	10½
	25	0

To decrease this weight by substituting the bill-hook for the pistol and holsters is a diminution of	5 lb.	1	1
Change panel for blanket	5		
Do away with shabraque	5		

But above all, enlist light men for light cavalry, and let it be a rule when a man gets beyond a certain weight, say 11 st., let him be transferred to the heavy cavalry: then will the terms heavy and light become more appropriate. At present, from having larger men generally, and heavier appointments, the light-dragoons are heavier than the dragoons and dragoon-guards.

By doing away with the pistol and holsters the horse's shoulders are relieved of a weight and incumbrance.

By substituting the panel for the blanket we relieve the horse's back from heat, pressure and weight, and we relieve the soldier from trouble, expense, and frequent loss. The use of a large blanket for the panel of a saddle we have adopted from savages, and for uncivilized soldiers it is excusable to have so ridiculous a substitute. Let us consider the disadvantages of the blanket—advantages there are none that I am aware of. The blanket costs a guinea (often more), weighs 8 lbs., requires the greatest care in folding and putting on, without which sore backs are inevitable, heats the horse's back unnecessarily, produces setfasts, and occasionally mange; always shifts on a march, or in manœuvring, and often comes off altogether; is frequently stolen or lost, and sometimes sold or

exchanged for drink; in either of which cases the saddle cannot be put on, and the horse is of course useless. It is a curious system to have any part of the horse appointments the private property of the soldier. If a man dies, his blanket is sold; if he is transferred to another troop, his blanket goes with him; and if a troop is from any cause short of men, or has on a march more horses than men (which is frequently the case), there must be some saddles without blankets, and these saddles cannot therefore be put on the horses' backs.

The hussar saddle is in other respects good, and if there was a proper stuffed panel, and take off and on, would be perfect; the air would always circulate between the back and the saddle; comfort to the horse would be obtained, weight would be diminished, and the saddle would always be complete; might be put on in half the time, and always well put on; fewer horses would be in the sick report, and as the horses' backs would be less heated on a march, the saddles might be taken off sooner, and the horses sooner dressed and left to take their rest.

With respect to the horse itself many people are strangely infatuated: they think that if a horse is tolerably well bred that is everything, and prefer a sleek coat and fine legs to other more essential qualities. A troop-horse should rather be considered as a beast of burden than any thing else; few pack horses carry greater weight—strength and action are the qualities most to be considered. The *το καλον* of the Greeks is that which is well adapted to the purposes for which it is intended, and as a troop-horse has to carry much weight, and occasionally has to go fast with it, unless he possesses strength and action he is useless. Your little blood-horses do very well to scamper about a drill ground, and twist and turn in a riding school, but put them to their legitimate work and they soon become non-effective.

A CAVALRY OFFICER.

Army Medical Officers' Brevet.

MR. EDITOR,—You will oblige a large portion of my brother medical officers by inserting the accompanying appeal, addressed to Lord Howick:

"My Lord,—As an Army medical officer, I have to apologise to your Lordship for addressing you in an anonymous manner, and trust that as I have nothing to say which ought to give offence, my thus appearing in a guise somewhat unusual must be entirely attributed to motives of delicacy. It has been customary, in all the brevets which preceded the last, to have included a greater or less number of the senior medical officers of the Army, thereby improving the condition of deserving officers who have spent the best part of their lives, and sacrificed, in nine cases out of ten, their constitutions in the most unhealthy climates, upon the humblest pittance, their principal motives being attachment to the Service in which they had been reared, the interests of humanity, and their patriotism, and also occasioning numerous vacancies in the grade of staff and regimental surgeon, necessarily to be filled up by the promotion of old and deserving subaltern medical officers, of whose merits and claims, being an *ancient* subaltern myself, modesty forbids my entering for the present.

"Now, my Lord, we trust it is unnecessary to appeal to your Lordship for justice—bare and indisputable justice—on the score of our faithful and long services or our merits; but it must have occurred to your Lordship that it is good policy, as well as good taste, to conciliate the good opinion and affections of a class of officers with whom you have much and constant official intercourse, and possessing, too, let me assure you, no small share of influence in the little military family of which they are generally useful and respected members, and who, so long as their characters are untainted by moral or professional misbehaviour, possess undivided influence over the common sold[illegible]ver, exercising it only in

support of morality, the interests of good government, and the maintenance of military discipline. There are several points of view in which this subject ought to be placed; but for want of space I must give a few remarks in an abridged form. It cannot be urged that the national finances are in such a beggarly state as to be inadequate to the just and proper remuneration of a deserving class of its servants, who, generally speaking, have spent the greater part of their patrimony in acquiring the true knowledge of a profession above all others inestimable, and for the sake of suffering humanity invaluable, and whose daily pay is scarcely equal to the salary of an apothecary's assistant, and far beneath the just emoluments of their brethren in civil life, who, almost without exception, acknowledge the justice of their claims, and their neglected merits.

"It has been remarked, and perhaps most truly, that the very best informed class of medical men have ever been unwilling to enter the ranks of the Army; and there is only one way of accounting for this, by its being so well known that the pay of Army medical officers is so trifling, and the ordinary and necessary expenses so great, that from prudential motives it is deemed wise to decline this mode of earning a livelihood.

"In conclusion, with all due deference and respect, permit me to suggest that the retiring allowance or pension ought, as well as the daily full-pay, to be increased, or an occasional brevet promotion, to the extent of fifty or sixty in number of the senior medical officers, should be given, both as good policy to fill up the senior ranks with officers possessing constitutions adequate to the dangers and emergencies of the various climates in which the British soldier is necessarily obliged to serve, and as an act of justice, to uphold the respectability of a useful and distinguished profession.

"My Lord, in the name of the Assistant-Surgeons of cavalry, permit me to thank you in the most grateful manner for placing us on the same footing as other subalterns in respect of forage-allowance for two horses, and which, though often and strenuously represented, has been overlooked until now. I have the honour to be, my Lord,

"Your obliged Servant,

"AN ASSISTANT SURGEON OF CAVALRY.

"Dublin, August, 1837."

Comparative Barrack-accommodation for the Ordnance and Line.

MR. EDITOR,—In your valuable Magazine I observe frequent complaints on the subject of want of comfort and accommodation in barracks The reason is easily explained.

The officers of the Royal Engineers are at present the architects employed by Government for planning barracks for the Line. They obtain credit for zeal by sending in the lowest possible estimates at the sacrifice of every comfort and convenience—*never having to live in them themselves.*

The Ordnance barracks are like palaces, their officers have always every comfort and accommodation—even luxuries; while officers of the Line are obliged to put up with *one* room, frequently without a kitchen to boil their kettle, obliging them in the middle of summer to sleep, breakfast, and live in a room with a fire in it.

Where do you see a Captain of Engineers thus treated? Why should there be separate quarters told off for the Line and the Ordnance? We serve the same Queen and country.

By giving this insertion in your useful Journal, you may tend towards justice being done to the majority of the Service.

SCRUTATOR.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, Sept. 21, 1837.

MR. EDITOR,—Her Majesty's ship Caledonia, 120, Capt. G. Martin, C.B., with the flag of Admiral Sir Josias Rowley, Bart., having been relieved in the Mediterranean command by Admiral the Hon. Sir Robert Stopford, G.C.B., at Mahon, arrived at Spithead on the 24th ult. in quarantine, and, in consequence of having a few slight cases of cholera on board, and one man dying near Gibraltar, the custom-house officers did not feel authorised to give her pratique for two days. The worthy Admiral landed on the 26th of August, and struck his flag the same night, and the ship has since been paid off at Plymouth.

The Pearl, of whose arrival I gave you a brief report last month, has been dispatched to the West Indies to complete her period of service. She was docked and repaired before she quitted England.

The Melville, late the flag-ship of Admiral Sir Peter Halkett, has been paid off all standing, as it is termed, and recommissioned by Captain the Hon. R. S. Dundas for the flag of Rear-Admiral the Hon. Geo. Elliot, C.B., appointed to the command of the squadron employed on the coast of Africa and the Cape of Good Hope. The Melville is to go to sea in the same manner as before, viz., without the lower-deck guns, and a crew of 430. On Friday last she was taken into dock to be inspected, have her copper cleaned, &c.; she will then be removed into the basin to have a new mizen-mast, and fitted for sea, and probably, if she succeeds in obtaining seamen soon, may be ready about the middle of November.

The Wellesley, also without lower-deck guns, prepared for the reception of Rear-Admiral Sir F. L. Maitland, the recently-appointed Commander-in-Chief of the squadron in the East Indies, came from Plymouth last week for the inspection of the Rear-Admiral, to embark his furniture, &c., and also to endeavour to complete her complement, which is to be the same as that of the Melville; but not being successful in doing so, must, it is feared, return to Plymouth, and again try her luck at that port. Sir Frederick Maitland hoisted his flag in the Wellesley last Friday, and mustered and inspected her officers and crew; and nothing detains him from proceeding to the East Indies to relieve Vice-Admiral the Hon. Sir T. B. Capel, but want of seamen. The ship is this day about sixty short, and out of a crew of 432 the deficiency of that number is a serious affair.

The President, 52, intended as the flag-ship of Rear-Admiral C. H. B. Ross, C.B., the newly-appointed Commander-in-Chief of the squadron employed in South America, has been commissioned in this harbour by Captain Scott, who had her when she was flag-ship the other day in the West Indies. The President is fitting in the basin, and appears rather a favourite with the seamen, as they enter pretty freely, and it is probable that, with tolerable luck, she may be manned and ready for sea by the middle of November. Rear-Admiral Ross is to relieve Vice-Admiral Sir G. E. Hamond in command; but it is understood that an alteration in the extent of that command is to take place, and, instead of the second-class Commodore being round the Horn as heretofore, the Admiral is to be there, and the second in command at Rio Janeiro; it is also reported that the Brazil part of the station is to be added to the Cape command, and consequently no doubt both will be finally settled before the Commanders-in-Chief leave England.

The Donegal, 74, originally selected as the flag-ship of Rear-Admiral Sir Ed. Brace, who was nominated to the command at Lisbon and on the coast of Portugal, but recommended by his medical friends to give it up on account of his health, has been transferred to Rear-Admiral Sir J. A. Ommanney, the late unsuccessful candidate as M.P. for South Hants,

and who may therefore bless his stars that he did not get elected, or he would not have had the appointment at present. The Donegal is fitting at Plymouth, and will come to Spithead to embark the Rear-Admiral and his suite, and then proceed to relieve Vice-Admiral Sir W. H. Gage—but *when* it is difficult to say, for she is upwards of 100 seamen short of her number, and there is no immediate prospect of obtaining them.

The foregoing observations relate to flag-ships—now as to the private ships. The alterations *this* time in the Pique you enumerated last month. She looks decidedly better by having her topmasts lengthened, and it is to be hoped she will not require any further improvement: she is very nearly complete in men, and doubtless, before your October Number is published, will be at sea, unless she should be selected to attend Her Majesty during her intended visit at Brighton, it being customary to have a ship of war cruising off the town, and application has been made by the inhabitants for a vessel being ordered thither: if she does not go there she will be sent up the Mediterranean.

The Edinburgh, 74, has been taken out of the basin, and is rapidly fitting in the harbour, getting guns, provisions, and stores on board, and will be ready to go up the Mediterranean or to Lisbon in a month or less: she will probably relieve the Malabar.

The Alligator, 28, Captain Sir J. G. Bremer, will go to Spithead, as well as the Hyacinth, very shortly. The destination of the Alligator is to survey part of New Holland for the purpose of establishing a settlement near the gulf of Carpentaria. The Hyacinth, it is expected, will go to the East Indies to relieve the Zebra.

The Tyne and Thunder have been commissioned—the former by Captain Townshend, and the latter by Lieut. Bird Allen. The destination of the Tyne is not known yet: the Thunder is for surveying service in the West Indies. There is a small vessel refitting in the harbour attached to the Ætna, called the Raven: she has been employed with Captain Vidal of that ship in surveying part of the coast of Africa, and will proceed to rejoin him next month.

It is amusing to observe the eagerness displayed by the officers of the different ships in endeavouring to obtain seamen. It is calculated that the Wellesley, Melville, President, Edinburgh, Pique, Tyne, Alligator, Hyacinth, Thunder, and Raven, require upwards of a thousand to complete their respective crews, and until the Caledonia, Andromache, Vestal, and Charybdis arrived, there were not half that number of men-of-war's men in all the seaports. The Lieutenants, Midshipmen, and petty officers are very active; but nearly all the ships will be delayed for want of hands. There have been two transports refitting in the harbour, viz., Parmelia and Arab—the latter getting ready to carry part of a regiment to the Mediterranean. The Parmelia sailed for Cork this day, to embark a division of the 12th regiment under charge of Captain Sir R. A. Douglas, and convey them to the Isle of France; and the other day the Jupiter, formerly a 50-gun ship, was taken out of dock, and is in the basin, to be masted and got ready for the reception of troops—a class of vessel in every way preferable for such service to hiring merchant-ships. A few more of a similar description are to be prepared, and will be commanded by Masters of the Royal Navy.

One of the new contract steam-packets, the Don Juan, passed through Spithead a short time ago, on her way to Falmouth, to take out the Gibraltar mail; she is a most powerful and well-fitted vessel, and has a Lieutenant in the Navy to command her on the part of her owners, and an officer of similar rank as agent appointed by the Admiralty.

Some new regulations of rank, pay, and superannuation of engineers, serving on board the Queen's steamers, have recently been issued, and are, as they ought to be, very liberal. The engineers are to rank next below carpenters in the Navy, and with each other according to standing

on an official list. They are to be appointed by warrant from the Admiralty, or on death vacancies occurring on foreign stations, by the Commander-in-Chief. They are to be distributed in three classes, and their pay and allowances to be the following, viz.—First class, 9*l.* 12*s.* a-month, and sixpence a-day for each apprentice or engineer boy placed under him for instruction; second class, 6*l.* 16*s.* a-month; third class, 4*l.* 18*s.* a-month. When serving within the tropics to be allowed half the amount of the pay of their respective classes in addition, during the time the steam is up, or while employed on repairs. They will also be entitled to extra pay as warrant-officers, according to the scale established in the regulations for Her Majesty's Service at sea when employed to repair the defects of other steam-vessels than those in which they are serving. When employed by order of the Admiralty in steam-vessels or in dock-yards, the foregoing is to be considered as their full-pay; but when borne on the books of the guardship of the ordinary of the different ports for harbour service, and not so employed, engineers are to be paid as follows, viz.—First class, 6*l.* 6*s.* a-month; second class 4*l.* 4*s.* a-month; third class, 3*l.* 3*s.* a-month. They are to have superannuation on the scale established for warrant-officers of the Royal Navy by Order in Council of the 25th Nov. 1816. No one is to be eligible for an appointment until he shall have passed such examination as the Lords of the Admiralty may from time to time think proper to require, before the Chief Engineer and Inspector of steam machinery, or such other officer as they may appoint for that purpose. The Admiralty also intend that four classes of apprentices or engineer boys shall be established in Her Majesty's Service, to be employed on board steam-vessels at the following rates of pay:—First class, 1*l.* 14*s.* a-month; second class, 1*l.* 6*s.* a-month; third class, 1*l.* 3*s.* a-month; fourth class, 14*s.* 6*d.* a-month.

These regulations are certainly very liberal. A first-class engineer, serving within the tropics will, when the steam of the vessel is up, be paid considerably more than the commander of her, if a Lieutenant, and without being subject to half the expense for mess, uniform, &c. There is but one steam-vessel attached to this port at present, although two ought to be. The Messenger has been sent to Ireland to move troops from port to port, and is expected daily with the depôt of the 89th regt. In the interim, should a ship require being towed to Spithead, as it occurred with the Pique, she must wait until the wind is fair.

Three men-of-war arrived from foreign service on the 10th inst, viz., Andromache, Vestal, and Charybdis—the first from the East Indies, the Vestal from North America, and the last from the coast of Africa. The Andromache, commanded by Capt. H. D. Chads, C.B., left Trincomalee on the 31st May; Madras, 3rd June; Cape of Good Hope, 20th July; St. Helena, 2nd August; and the Island of Ascension, 7th August. At Trincomalee she left the Winchester, Rose, and Algerine; at St. Helena, the Thalia and Scout; and at Ascension the Columbine and Viper. The East India squadron were disposed as follows:—Rattlesnake and Victor at New South Wales; Wolf daily expected at Trincomalee; Conway had gone to Rangoon at the request of the Governor of Madras; and Zebra and Raleigh were cruising in search of pirates—the former in the Straits of Malacca, the latter in the China seas.

I can give you but a faint description of the services of the Andromache in the East Indies; the following being only a brief account of some of the work which her officers and crew performed in her boats while the ship was employed, from May, 1836, to the following September, in the suppression of piracy in the straits of Malacca, during which period they killed upwards of 200 pirates, burned three villages, and a vast number of proas fitted up for piratical purposes, losing only one man killed and seventeen wounded in the different attacks which occurred, as hereafter narrated. On the 31st of May, 1836, in passing a small bay at the Western

Arroa, Lieut. Reed in the pinnace discovered three large proas, and immediately pulled towards them, when the interpreter (Mr. Mitchell) hailed distinctly three times in Malay—"Who are you?—we are white men—do not be afraid." They gave no answer, but beat their gongs, singing and calling out, "Sons of Malays, only one boat—she is ours—let us fight them!" Two of the proas at the same time pulling towards them, singing and bidding defiance, evidently with the intention of boarding, grape-shot was fired into the large proa, and instantly returned from the great guns of the two proas. The pinnace continued her fire until the men of the large proa jumped overboard; on other boats coming up, the second-cutter, with Lieut. O'Callaghan, chased the small proa, which was much crippled and making off. Some men still remaining in the large proa, the pinnace fired two more rounds into her, and she was then destroyed. The smaller proa being in a running fight with the second cutter, was fired into with grape-shot, and her crew jumped overboard. Mr. Mitchell again hailed them, but they would not allow themselves to be captured, and struck the men with their creeses, refusing quarter; a few reaching the island, the seamen and marines from the boats were landed to scour the jungle, and succeeded in making nine prisoners. At least 100 pirates were present at the commencement of this affair.

On the 13th June, 1836, the boats of the Andromache, in command of Lieutenant Reed, on rounding Romania point, discovered three large and two smaller proas lying under the northernmost island, about two miles off; but upon the approach of the boats they made for the shore, the largest proa taking in the crews of the two smaller ones. On the Andromache's boats nearing, the crews were observed to flourish their spears, bidding defiance; and when within musket-shot distance, the large proa opened her fire upon the pinnace, which was not returned until within pistol-shot distance. A constant fire was then kept up between the boats and the three proas until the men in the sternmost and largest jumped overboard, and were nearly all killed in attempting to swim ashore. Chase was then made to the other proas, and after a few more rounds had been fired, they run them on shore, and took to the jungle. In the two proas five Cochin-Chinese were found who had been captured by the pirates. There were upwards of 120 men at the commencement of this affair—nearly all were killed in the first proa, and a great number in the others—and from accounts received at Sidili, three chiefs and forty-nine men were killed.

On Sunday, 26th June, 1836, as the boats of the Andromache advanced between the islands of Gallang, a village was observed, and upon nearing it several large piratical proas were seen pulling from it, and running into creeks. The boats immediately gave chase. At nine A.M. the Andromache's men landed and destroyed the village, the houses containing large quantities of powder, shot, arms, and rice; and the Cochin-Chinese before alluded to, and some that had escaped to Sincapore and got on board the Andromache, found much of their property in them. Afterwards two other villages were destroyed, the houses having powder, arms, &c. to a great extent. While doing this the officers and men were frequently fired at from the jungle. Up a creek the Cochin-Chinese discovered their own junk, which had been carried thither by the pirates a short time before; but the Andromache's people were unable to get her off the shore. During the three following days a strict and careful search was made up the various creeks for piratical proas, and the officers and crew destroyed fourteen of the largest class, capable of holding from thirty-five to fifty men each, and two of which would have carried from eighty to one hundred; of the second class upwards of thirty, averaging crews from twenty-five to thirty-five; and from forty to fifty of the small thieving proas, capable of holding from four to eight men each. Whilst destroying them there was firing occasionally on both sides. The place appeared to be a complete depôt for pirates, with no other occupation or cultivation of any sort. Many of the

proas were ready for sea, and must have had their crews on board when the Andromache's boats entered the harbour and compelled their abandonment, as the rice was found cooking in them. An English brig had been captured by the pirates a short time previous, and believed to have been carried in here, but no traces of her could be found, and it was supposed she had been burnt.

On the morning of the 1st August, off the north part of Bucalisse, six proas were observed about a mile distant, under sail, and bearing down upon the Andromache's boats, which immediately pulled towards them. When about musket-shot distance, they shortened sail and altered their course. Mr. Mitchell, the interpreter, hailed repeatedly, "What boats are those?" but no answer was given, and a gong was beat, on which the men in the proas began to sing and hail each other. When at the distance of ten or twelve yards, the large proa opened her fire upon the Andromache's boats, which was instantly returned and kept up until the pirates jumped overboard. A gun-boat was ordered to remain and destroy the prize, whilst the rest chased the proas that were making off, and they succeeded in capturing all of them.

At the commencement of the attack there must have been at least 170 men, about sixty-five of whom were killed in the largest proas, and a great number in the others. For these dashing exploits, and the security afforded to the shipping by the destruction of a nest of thieves, the public authorities and merchants at Calcutta, Madras, and Bombay, expressed their thanks and acknowledgments, and what was better, made handsome presents of plate to Captain Chads; batta to the whole crew; and an Admiralty Court being formed at Calcutta, and the result of the different expeditions being detailed by affidavit, head-money and prize-money, amounting to 7800*l.* has been granted to the crew of the Andromache, and brought to England for distribution.

The Chamber of Commerce at Bombay, on voting their thanks for the services performed, directed swords, value twenty guineas each, to be presented to Lieutenants Archd. Reed, G. D. O'Callaghan, and the Hon. Robt. Gore; Mr. Robert James, the Master; and First-Lieutenant J. F. Brittain, of the Royal Marines. The Andromache subsequently—*i. e.* from February to March, 1837—was employed on a mission to the King of Acheen, to oblige him to prevent his subjects from committing piracy, and in which mission they were quite successful. The Andromache was ordered to Sheerness to be paid off, and has sailed thither accordingly.

The Vestal, 26, Captain W. Jones (*c*), came from Halifax to Spithead in thirteen days, having remarkably fine weather all the voyage; so much so, that the numerous ladies and females composing the family of the Right Reverend Dr. Inglis, the Bishop of Nova Scotia, and Commodore Superintendent Sir Thos. Ussher, who were passengers in the Vestal, describe it more to have resembled a summer excursion in a yacht than a voyage across the Atlantic.

The Vestal has been an active cruiser while on the North American and West India station, having made several important slave captures. Her last service was from Halifax to Quebec, in company with the Rainbow, conveying the 83rd Regiment to that city. The general opinion is, that there was no occasion for their presence, as the men-of-war were not detained, the Rainbow being sent to Newfoundland to protect the British fishery against French encroachment, and the Vestal back to Halifax to join Vice-Admiral the Honourable Sir C. Paget, and receive his orders and despatches for England, with which she arrived in the short space of thirteen days, as before mentioned. The Vestal is one of Captain Sir W. Symonds' construction, and like his two others of that rate, Cleopatra and Carysfort, decidedly a fine ship in every respect. She has gone to Sheerness to be paid off.

The Charybdis, brigantine, of three guns, commanded by Lieut. Mercer,

R.N., was from the Cape of Good Hope and Coast of Africa station; last from Sierra Leone, which place she quitted about six weeks since, having gone thither with a large three-masted schooner which she had captured, with 470 slaves on board. The Fair Rosamond, schooner, Lieut. Oliver, had arrived from England in the Gambia a few days before the Charybdis quitted, and had gone out cruising. The coast was still very unhealthy.

Lieut. Mercer has been very successful in capturing slave vessels, having taken nine under Spanish and Portuguese colours during his service on the coast of Africa; and having completed the usual period of three years, his brig has been ordered to Sheerness to be paid off. Commander Popham in the Pelican was the senior officer on the coast. Columbine, Rolla, Dolphin, and Buzzard, were cruising off the Bonny river; Water Witch on her passage from the Island of Ascension to the Bights of Benin; Bonetta and Viper cruising there; Thalia, with the Flag, Scout, Pylades, and Leveret, at the Cape of Good Hope; and the Curlew in the Gambia.

On Sunday last, the 17th inst., the Nautilus, brig, commanded by Lieut. Crooke, arrived from Gibraltar, to be paid off. She has been on the Mediterranean station upwards of three years. She left the Rock on the 6th September, the Medea, steamer, being the only Queen's vessel in the port, and her officers and crew anxiously waiting the arrival of the Rhadamanthus to relieve them.

Admiral Sir Robt. Stopford, in the Princess Charlotte, with the other ships of the squadron, was at Barcelona, but as the cholera was daily decreasing in virulence, would shortly proceed to Malta.

The Electra, sloop, of 18 guns, built under the direction and from plans of the Rev. Dr. Inman, many years Professor of the late Royal Naval College, will be launched from this Dockyard on Thursday next, the 28th inst. She is in some respects similar to the Orestes, and of the following dimensions:—

	Feet.	In.
Length on gun-deck . .	110	0
Do. keel for tonnage . .	92	10⅝
Breadth, extreme . . .	30	6
Depth in hold . . .	7	6
Burthen in tons, old measurement .	459	0

She will be taken into dock to be coppered immediately after; and it is expected that, when masted and ready for commission, Commander the Hon. Dudley A. Pelham, the unsuccessful candidate to represent the county of the Isle of Wight at the last election, will hoist the pendant in her.

The Admiralty have directed sheers to be erected in this Dockyard for the purpose of taking out and putting in the masts and bowsprits of ships without their going into the basin. Three derricks are fixing, each 147 feet in length, parallel with those now in constant use, but only available for employment on ships in that basin. It is then expected the floating sheers will not be required any longer.

The mathematical examination of Midshipmen as to their qualifications for the rank of Lieutenants is still continued in the building formerly the Royal Naval College. The following passed this present month (September):—

Mr. Charles B. Yule, Raven; Henry Temple, Caledonia; W. V. Rivers, Vestal; R. H. B. Rowley, President; C. W. Bonham, Pique; C. E. Molloy, Edinburgh. W. J. Miller, G. O. Popplewell, Richd. Bryan, George Collier, Alfred Curtis,—no ship.

P.

P.S.—I must not omit informing you that Lieutenant Jerningham, the gunnery officer on board her Majesty's ship Wellesley, has favoured me

with a view of a powder-gauge for ships' magazines, which he has invented, by which the method of filling cartridges will be materially expedited, and filled without the possibility of error. As it promises to be very advantageous to the Navy, and is extremely simple and ingenious, it is desirable to announce the benefits which will accrue by its adoption. Lieut. Jerningham proposes thereby to increase the accuracy of gunnery-practice, by insuring that the charges filled in ships' magazines shall contain exactly the established quantity of powder, now extremely difficult to secure with the measures allowed for sea service. Though most of the powder supplied to the Navy is filled previous to embarkation, still as the necessity of filling on board can never be dispensed with, particularly on distant stations after an action, or in case of landing powder to dry, this invention will be found of considerable utility.

The powder-gauge is much on the principle adopted in stables to measure corn, with the advantage of increasing to the largest size cartridge, if required, and decreasing to measure as small a quantity as two or three ounces, by a momentary action.

In a convenient place in the magazine is to be fixed a large trough to contain from three to four cwt. of powder, loose. This trough is lined with metal, and filled with lids similar to the cases or barrels. In the operation of filling, these lids will be removed, and spare powder constantly poured in to supply what is running off through the gauges. The gauge (of which there may be several, in proportion to the number of guns to be supplied) is a square shoot of wood or metal, about eighteen inches along, having an upper valve or slide which prevents the powder from running through until opened, when it falls on to a second valve, moveable at pleasure according to the quantity required. Thus the object of increasing or decreasing is effected by rendering the space between the two valves longer or shorter. Below is placed the flannel cartridge to be filled, so that on opening the lower valve the powder is discharged into the bag, and it may be suspended and tied in that position, or handed away to be tied after being filled.

The extreme simplicity of the invention, and the accuracy of its operation is such that it will be most desirable that every magazine should be fitted with so useful an instrument, as it combines expedition in filling, accuracy of measurement, reduction of labour, and can be applied to magazines of every class of vessel.

Before I conclude this notice of Lieutenant Jerningham's invention, it is right to state that the gunnery establishment on board her Majesty's ship Excellent is daily proving its efficiency; and the attention of officers under the system of instruction in her has been directed to it. A highly flattering testimonial from Admiral Sir J. Rowley, the late Commander-in-Chief of the Mediterranean squadron, has been transmitted to Captain Hastings, the able director of the gunnery-practice, and there is little doubt but the powder-gauge above spoken of will, through his instrumentality, be universally adopted.

Plymouth, September 21st, 1837.

Mr. Editor,—Notwithstanding the many positive assertions to the contrary, it appears that Sir Edward Brace has, after all, resigned the command to which he was nominated in the Tagus. Sir John Ommanney, who has succeeded to that appointment, has been here, but has not yet hoisted his flag on board the Donegal. She has dropped down to her sailing moorings; but it is uncertain when she will go down into the Sound, being still about 150 men short of her complement. The only officer who has quitted the ship in consequ[illegible]ge of Admiral is the Flag-Captain (Brace), who has be[illegible] Drake. It is expected that the Donegal will s[illegible]h.

The Cerberus, 46, having been in dock to get her copper cleaned, was turned out again on the 21st ult. The Inconstant, 36, Captain D. Pring, went out of harbour into the Sound on the 22nd instant, and sailed on the 31st for Oporto. The Blazer, steamer, Lieut. Com. J. M. Waugh, was taken into dock on the 24th, to have her copper examined and defects made good, and was undocked on the following day. The Pembroke, 74, Capt. F. Moresby, was paid wages in advance on the 24th, and sailed on the 25th for Cork, to complete her complement of men, and then proceed to Malta. The Cracker, cutter, arrived on the 25th from Portsmouth, with men for the Donegal and Wellesley, and returned hence the same day. The Wellesley, 74, Captain T. Maitland, went down into the Sound on the 26th, and remained there until the 2nd of this month, when she proceeded to Spithead to receive the flag of Rear-Admiral Sir Fred. Maitland as Commander-in-Chief on the East India station. She arrived at Portsmouth the following day at noon. It is supposed that she will shortly return to Plymouth, to endeavour to complete her complement of men, of which she is about eighty short, there being little chance of obtaining them at Portsmouth, where there are so many ships wanting men, namely, Melville, President, Edinburgh, Alligator, Pique, and Hyacinth.

The Caledonia, 120, Captain G. B. Martin, arrived here from Portsmouth on the 29th ult. She was towed into Barnpool on the 2nd of this month, and into harbour on the 3rd, by the Messenger, and was paid off on the 15th. Orders having been received at the Dockyard that none of her fittings should be disturbed, it has been surmised that it will not be long before she is re-commissioned. The Caledonia is one of several ships which have been fitted with the lightning conductor, introduced into the Navy by our talented fellow-townsman, Wm. Snow Harris, Esq.

The Hercules, 74, Captain J. Toup Nicolas, C.B., arrived from Portsmouth on the 30th ult., and sailed the following day. The Vulcan, revenue steam-vessel, also arrived on the 30th, and sailed the next day for Falmouth, with detachments of 200 men from the 29th and 36th depôts, in consequence of disturbances in Cornwall respecting the new poor-law act. The Firefly, steamer, Lieut. Com. J. Pearce, sailed on the 30th for Falmouth, to take out the next Mediterranean mail. The Seahorse, 46, was unmasted, and taken into dock on the 31st ult. She has been caulked and newly coppered, and was turned out of dock this day (21st).

The Messenger, steamer, Mr. John King, master, arrived from Portsmouth on the 2nd instant, and sailed on the 7th for Dublin, with the depôt of the 99th regiment, to join the service companies in Ireland. She brings back the 1st Royals. The Racehorse, 18, was taken on the wet-slip on the morning of the 2nd instant, to examine the state of her copper, and was turned off again in the evening. She was afterwards taken into the north new dock, on the 4th instant, when she had two pieces of false keel shifted, and was re-coppered, and on the 11th was turned out of dock again. She is being brought forward for sea service, and it is expected that she will shortly be commissioned.

The Espoir, 10, Lieut. Com. C. W. Riley, arrived from Falmouth on the 4th, came into harbour on the 5th, and was paid off into ordinary on the 16th. The Favourite, 18, was commissioned on the 4th by Commander Walter Croker. The Crocodile, 28, was commissioned on the 8th by Captain John Foote (1827), an active magistrate of the county of Devon, residing at Stonehouse, and a zealous friend of the present members for the borough of Devonport. The Crocodile's complement of men is to be 160.

The Seahorse, 46, was docked on the 11th, to be caulked and coppered, and was undocked to-day. The Pantaloon, 10, Lieut. Com. J. M'Donnell, arrived on the 13th from the coast of Spain. Her defects, which were but few, were completed yesterday. The Britomart, 10, was turned out of dock on the 14th, having been newly coppered: she is being put in sea-going condition, and will shortly be commissioned. The Resistance, 46,

now fitting as a troop-ship, was taken into dock on the 15th. The Spitfire, steamer, arrived on the 17th from Malta, in twelve days: she is now alongside the Dockyard making good defects, which will probably detain her here about a month. The Comet, steam-vessel, arrived on the 18th, with despatches from the north coast of Spain. The Forester, brigantine, is daily expected to be commissioned. The Talbot is ordered to be brought forward for sea service, but is not progressing at present.

Mr. Walker, Assistant Master-Attendant at this Dockyard, proceeded with a party of riggers on the 26th ult. to Pembroke, in the Hamoaze lighter, to rig the new steam-frigate Gorgon, appointed to be launched on the 31st, and to take her to Woolwich. The Hamoaze returned to this port on the 3rd instant, with stores from Pembroke, and sailed again on the 8th with stores for Sheerness Dockyard. and to bring back Mr. Walker and the riggers, who are expected back daily.

The appointments consequent on the retirement of Mr. Roberts, late Master Shipwright at this Dockyard, are not yet promulgated, but are said to be so far determined on as only to require the official signature.

The artificers of the Dockyard have felt greatly disappointed in consequence of a very recent order from the Admiralty, directing the discontinuance of an indulgence which they have enjoyed for more than a century past, which is, that of being allowed to leave off work an hour earlier on Saturday afternoon than on any other day in the week.

The keel of a new brig, to be named the Pilot, 16, has been laid very recently, and the building of the vessel is now progressing. The St. George, 120, is having the cement removed from between the timbers of the frames, that mode of filling-in being now disapproved, in consequence of the obvious evil resulting from it, several ships having been discovered to be in a state of premature decay. Yours, &c. D.

Milford Haven, 17th September, 1837.

MR. EDITOR,—The Gorgon, a splendid steam-frigate, was launched from Pembroke yard on the 31st ultimo. The ceremony took place about half-past five o'clock P.M., before an immense concourse of spectators. She was named by the lady of Captain-Superintendent Cumby, C.B. Her accommodations are unprecedented. The following are her dimensions:—

	Feet.	In.
Length between the perpendiculars	178	0
Do. of keel for tonnage	152	2¼
Breadth, extreme	37	6½
Do. for tonnage	37	0½
Do. moulded	36	4½
Depth in hold	23	0
Main-deck ports, high from deck	2	3
Do. deep	2	7
Do. fore and aft	3	3
Launching draught of water, afore	9	10½
abaft	10	2½
Burden in tons	1110 7/94	
Do. per new measurement	503	

She is to be propelled by two engines of 110 horses' power each; and her armament is to consist of fourteen long 32-pounder guns, and two 84-pounders on circular sweeps. She was docked the following morning, where she was coppered and rigged, and left on the 8th instant in tow of the Jasper, steam-packet, for Sheerness. She is intended both to sail and steam, as occasion may require.

The Lily, of 18 guns, is to be l[illegible] Dockyard the latter end of this or the beginning of the [illegible]

G.

REVIEWS AND CRITICAL NOTICES.

Researches on the Tides. By the Rev. W. Whewell, A.M., F.R.S. From the 'Philosophical Transactions: 1837.'

The illustrious Newton explained the hydrodynamic law of the tides, as far as its permanent circumstances of spring and neap, effects of the solar and lunar declination and parallax, and other anomalies, were then known; but much experiment and observation were still required to establish the full verification of the laws of attraction. This demanded so much talent, zeal, and perseverance, that it has not been followed up to the desired pitch.

Mr. Whewell's earnest endeavours to give the position of the great wave, which carries high-water to the various shores, by co-tidal lines, must be well known to all our readers, since his directions for making tide observations, and his queries to nautical men, have been widely distributed.

The present paper forms the seventh series of our author's researches, and is upon the diurnal inequality of the height of the tide, especially at Plymouth and Singapore; and there are considerations on the mean level of the sea. The discussion of this inequality, and its satisfactory results, form a considerable advance upon the theory and its laws, since he shows that it depends upon, and is in proportion to the north and south declination of the moon,—disappearing when she is on the equator.

There appear many irregularities and many local discrepancies, yet, from the strong agreement of the theory proposed by our author with facts, wherever observations have been most continuous, and could better be depended on, there is little doubt but that all these difficulties will be smoothed by ulterior notices of the fluctuation of the ocean; especially now that additional interest is imparted to the subject, by the new light that dawns on the importance of faithfully reporting in full all the circumstances attendant on such useful observations.

On the results of Observations made with a new Anemometer. By the Rev. W. Whewell, A.M., F.R.S. From the 'Transactions of the Cambridge Philosophical Society: 1837.'

This is an account of the mode which has been employed in using an anemometer, invented and erected by the author himself, in order to gain such consistent and comparable results, as may lead to a more complete knowledge of the course of the winds than we yet possess.

This, however, appears to be only a first advance, since it seems, by Mr. Whewell's own account, that his anemometer is as yet so imperfect, that the direction and force of the winds differ *inter se* even more than those fluctuating streams ought to do; moreover the pencil makes so broad a band that the middle of it has to be taken as a mean. It requires still looking to; and as all accurate information is most desirable, we shall be glad to see this anemometer brought to perfection.

From a summary of the three first months of the present year, it appears that we have had 655 hours of north wind, 496 of east, 216 of south, and 817 of west; and we hope the record will be continued.

Researches in Hydrodynamics. By J. S. Russell, Esq., M.A., F.R.S.E. 1837.

This paper is under a general title, but contains only two subjects of investigation,—the determination of the "Law of Emergence" and the

"Law of the Wave," considered as elements in the resistance of a fluid to the motion of a solid.

As these investigations do not admit contraction, we cannot submit the details which Mr. Russell has given; but we can truly say that his discussion affords a beautiful instance of the aid afforded to the mechanical arts, by mathematical science. We are here shown how the form of canal boats, their degree of immersion in the water, and their rate of progress, affect each other. With regard to these three elements, it appears that although the resistance increases to a certain point with the velocity at which the boats are propelled, yet just beyond that point the resistance decreases, and then increases again to another certain point. The reason of this is found in the waves created at the head of the vessel, which raise the prow, whilst a displacement of water at the stern lowers it, placing the boat in a position unfavourable to progression.

With regard to these anterior waves, Mr. Russell finds "that their velocity is due alone to the depth of the fluid, being equal to the velocity acquired by a body falling *in vacuo* through a space equal to half the depth of the given fluid." The author instituted a train of experiments, in conducting which he shows both skill and activity. The immersion of a vessel at rest being 2 feet 7 inches, it was observed to decrease gradually to 1 foot 8 inches as the vessel's velocity was increased to 7¼ miles; beyond which it was found suddenly to increase almost to its original quantity, and then gradually to decrease again to 1 foot 5 inches, when the velocity reached 20 miles. Such a paradox showed the necessity of searching into the cause, since, in the operations of Nature, we are sure of there being a law, however difficult to discover.

When boats suddenly stop, or even materially change their course, or rate of progression, a large solitary crested wave is generated alongside, and rolls forward, preserving its form for about a mile, sometimes at the rate of eight miles an hour, according only to the depth of the water. Another sort of wave is generated at the head of the vessel, which at low velocities hinders her progress,—but at high velocities is left alongside, which does no mischief. That is, if the canal be three or four feet deep, the anterior wave proceeds at about six miles an hour; the boat must therefore, soon after starting, be jerked up to a velocity of seven or eight miles. If the canal be five or six feet deep, the wave moves at the rate of eight miles,—hence the boat must in the same manner as beforementioned, be drawn forward at the rate of nine or ten. And if the water be eight or nine feet deep, the wave will move at eleven miles per hour, wherefore the boat, to precede it, must attempt thirteen miles. This relative swiftness is also advantageous in the boat leaving no surge behind, which formerly injured the sides of the canal.

The author was very fortunate in the form of vessel which he proposed, sharp at the head but full in the run; for on his recommendation being tried, it was found that with a velocity of seventeen miles it displaced only the water requisite for its passage, creating no spray, no surge, no head of water at the prow. After such results, we cannot but strongly wish Mr. Russell to continue his very valuable hydrodynamical experiments, since the laws and their consequences are as yet but imperfectly known.

A Complete, Scientific, and Popular Treatise upon Perspective. By a Pupil of Mons. J. P. Thenot.

Perspective is that branch of art which represents objects on a definite surface, so as to affect the eye when seen from a certain position, in the same manner as the object itself would under similar conditions. It is usually recognised as owing its birth to painting; but geometry must certainly be cited as its tutor.

The treatise before us is a valuable compendium of this useful department of art; and though the terms scientific and popular are barely recon-

cilable, the title-page is not belied by the contents of the book. The directions to sketchers are excellent, and their geometrical foundation is well exhibited in the plates, which are numerous, various, and copiously explained, so as to render the volume a most desirable *vade mecum* for all who wish to see and delineate Nature in her proper bearings and right proportions. We strongly recommend this compact elucidation of the beautiful laws of perspective—laws exemplified by everything we look at, whether within the house or without—whether by the limited aid of candles, or in the broad glare of day—laws, however, which are legible only to the initiated, the "happy few."

Some introductory remarks are desirable for the mere tyro; for instance, that the *vanishing point* and *point of distance* are optional in composition, but must be carefully sought out when drawing from nature, so as to ascertain that we have represented nature correctly. In both instances they must be in the line of the horizon—the vanishing point (P) is seldom far from mid-way between the two sides of the picture; and the point of distance (D) is generally outside the picture, on a prolongation of the horizon. The distance of D from P increases with our distance from the subject of the picture, and diminishes in proportion as we are elevated above it. The tracing of visual rays into optic planes and pyramids affords room for a good lesson in rectilinears.

The part of the book which we like the least is the preface, and this we find is not written by the author. We do not here allude to the cyclopædic sketch of the History of Perspective, but to the prejudiced weakness of trying to exalt the continent at the expense of England. We esteem the art of perspective highly, and have consequently attended to it, and to the fine arts connected with it, both abroad and at home; and our firm and happy conviction is, that the blessings of high civilization and cultivation of talent are much more generally distributed throughout England than they are in any part of the continent. In fact, our amateurs are as well advanced in practice, and far more so in theory, than the regular artists, with a few splendid exceptions, are abroad. And as to the neglect of our own artists, so often bewailed by mere daubers, where else do they live so respectably, or reap such gains?

THE NINTH BRIDGEWATER TREATISE. A FRAGMENT. BY CHARLES BABBAGE, ESQ. 8VO. 1837.

ACCORDING to the old naval proverb, "A volunteer is worth eight pressed men;" and here we have the unpaid treatise of our author enlisted into the cause which has already bestowed rewards upon eight competitors. He betakes himself to the field on account of an opinion expressed by Mr. Whewell, that the mind of a mathematician is not the best calculated for the higher speculations upon the administration of the universe. In the hands of two such opponents the argument will be fully sifted, for when "Greek meets Greek," &c.

The late Earl of Bridgewater left 8000*l.* for the purpose of advancing arguments in favour of natural religion. This sum the trustees, in utter despair of finding another Paley, directed to be divided into eight portions, and the results are before the public in the well-known series termed the "Bridgewater Treatises." As Mr. Babbage conceived a new series of illustrative analogies, he has given this volunteer volume in furtherance of the intentions of the testator. In this book, which is on every account a remarkable one, the author undertakes to show that the power and knowledge of the great Creator of matter and of mind are unlimited; and that an argument may be established in favour of design from the changing of laws in natural events, such changes being consequences of some more general law, and included in it as necessary results at the time it was ordained. The illustration of this reasoning is derived from his own celebrated "Calculating Machine," in the extraordinary numerical powers

A LETTER TO THE DUKE OF WELLINGTON, ON THE APPLICATION OF STEAM-POWER TO CIVIL AND MILITARY PURPOSES. BY COL. SIR C. W. DANCE, K.H. 1837.

This is a complaint on the illiberality which the Colonel's patent *steam-carriage for travelling on common roads* has met with, both from the rail-road companies and the Government—the former refusing to give his engine a fair trial, and the latter persisting in exacting heavy tolls, though the great breadth of his wheels occasions them rather to mend the roads than spoil them.

Sir C. Dance has been making expensive experiments ever since 1828, employing Mr. Gurney, and Messrs. Maudslay and Field, to construct his engines. On quitting England, in 1834, he left the affair in Mr. Telford's hands, but that gentleman's death, and the misrepresentations of prejudiced persons, had occasioned him to fail in obtaining that reward which his exertions and expenses merited. Both Mr. Cubitt and other gentlemen, when examined on oath, acknowledged that this engine is perfectly safe, and draws one or more carriages after it along common roads, and up considerable hills, at the rate of from twelve to eighteen, and even twenty miles per hour, without any inconvenience to the passengers, or frightening horses by the way; and it had performed a great many long journeys without any accident or detention. Yet some of these same gentlemen, when their *opinions* were afterwards asked as to whether they thought this mode of travelling would answer, said they did not, chiefly because so great a capital would be required to keep up the requisite number of carriages, and to provide expert men to drive them. But such objections are much more weighty on railroads, the very construction of which is so expensive, while the engines used upon them are much dearer at the outset, and much oftener require repair, besides greater expertness being required when going at greater speed. And as to capital, let it be remembered what a number of high-priced horses have to be maintained for the supply of every coach. Still, "in 1829, a charter was refused, merely because *so small a capital* seemed necessary."

The simple conclusion from all this is—"repeal such portions of all acts as *impose prohibitory tolls on steam-carriages.*" There can be no sound reason for refusing to individuals so inclined an opportunity of trying to confer so immense a benefit on the public as that of travelling by steam on the common roads. The boon they ask is small—merely to repeal *prohibitory tolls;* such is the enterprising spirit of Britons, while in other countries the Government would be expected to bear all the risk, and all the expense.

NOTICES TO READERS AND CORRESPONDENTS.

Temporary absence from "Head-quarters" must "stand our stead" with our more recent Correspondents for the present Number. Their communications shall receive due consideration.

"Fair Play" will perceive that we have not forgotten our implied promise.

Many thanks to C. for his obliging reply to the query in our August Number; but by an unfortunate misprint, to be easily accounted for, the "Earl of *Ossory*" was mistaken for the Earl of *Orrery*. In the second line also of the same letter, "*Colonies*" was printed for *Colonels*.

ERRATA IN OUR SEPTEMBER NUMBER.

At page 69, line seventh, fo[illegible] line of works; page 72, foot-note, for Lieut.-Col. Bridge read Li[illegible]

EDITOR'S PORTFOLIO;

OR,

NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

PARLIAMENT has been further prorogued to the 2nd of October.

THE BRITISH ASSOCIATION for the Advancement of Science held its SEVENTH Meeting at Liverpool between the 11th and 16th ult. It was pronounced the most successful which has hitherto taken place, the numbers having swelled from 1300, its limit at Bristol, to 1800 members, who formed its body upon the late occasion. The objects of this institution, which has assumed a truly imposing aspect and consistence, were effectually carried out at the Liverpool meeting—and its members were indebted to the Mayor, municipal body, and inhabitants of that noble and prosperous commercial emporium, for a reception which they have the most substantial reasons for retaining in grateful recollection. The meeting, which was attended by an unusual concourse of illustrious *savans*, both foreign and native, was adjourned, at its close, to Newcastle-on-Tyne, in the month of August next year, on which occasion its presidential chair will be filled by the Duke of Northumberland. The following are lists of the officers and the members of the Sectional Committees, at the Liverpool Meeting:—

SECTION A.—MATHEMATICAL AND PHYSICAL SCIENCE.

President—Sir D. Brewster.

Vice-Presidents—Mr. Lubbock, Mr. Baily, Rev. G. Peacock.

Secretaries—Rev. Professor Powell, Professor Stevelly, Mr. W. S. Harris.

Committee—Rev. Dr. Robinson, Sir W. R. Hamilton, Prof. Christie, Rev. W. Whewell, Prof. Lloyd, Prof. De La Rive (of Geneva), Prof. Plateau (of Ghent), Prof. Henry (of New Jersey Coll.), Dr. Faraday, Prof. Wheatstone, Dr. Ritchie, Major Sabine, Rev. Dr. Hincks, Mr. Russell, Prof. Moll (of Utrecht), Captain Ross, Mr. R. W. Fox, Prof. M'Cullagh, Prof. Challis, Mr. J. H. Abraham, Prof. J. S. Bagge (of Stockholm), Rev. Mr. Dawes, Mr. Dollond, Mr. Hopkins.

SECTION B.—CHEMISTRY AND MINERALOGY.

President—Dr. Faraday.

Vice-Presidents—Professor Daniell, Professor Graham, Dr. Apjohn.

Secretaries—Professor Johnston, Dr. Reynolds, Professor Miller.

Committee—Mons. De La Rive, Dr. Thomas Thomson, M. Gay Lussac, M. Liebig, Dr. Yelloly, Professor Cumming, Mr. Richard Philips, Mr. W. Herapath, Professor Edmund Davy, Dr. Andrews, Professor Clark, Mr. W. Lucas, Mr. H. H. Watson, Dr. Kane, Mr. Mackintosh, Dr. R. D. Thomson, Mr. Thomas Thomson, jun., Mr. Charles Tenant, Mr. Crossall, Mr. Robert Mallet, Mr. Walter Crum, Dr. Inglis.

SECTION C.—GEOLOGY AND GEOGRAPHY.

President—Rev. Professor Sedgwick; for Geography,—Mr. G. B. Greenough.

Vice-Presidents—Mr. Leonard Horner, Lord Cole, M.P., H. T. De La Beche, F.R.S.

Secretaries—Captain Portlock, R. Hutton, Esq., M.P.; for Geography,—Captain H. M. Denham, R.N.

Committee—Mr. James Bryce, Sir Philip Grey Egerton, Mr. W. J. Henwood, Mr. James M'Adam, Major Sabine, Mr. H. E. Strickland, W. West, M.D., Mr. H. T. M. Witham, Rev. M. Dwyer, of Liverpool, Rev. W. B. Clarke, Mr. Richard

Griffith, Mr. B. Ibbotson, Col. Silvertop, Mr. R. I. Murchison, T. S. Traill, M.D., Rev. James Yates, Professor Philips, Major Shadwell Clerke.

SECTION D.—ZOOLOGY AND BOTANY.

President—W. Sharpe Maclesy, F.L.S.

Vice-Presidents—Dr. Richardson, Professor Graham, Professor Lindley.

Secretaries—C. C. Babington, F.L.S., W. Swainson, F.L.S., Rev. L. Jenyns, F.L.S.

Committee—Rev. Thomas D. Hincks, LL.D., N. A. Vigors, F.R.S., Rev. F. W. Hope, F.L.S., Pat. Neill, LL.D., Professor J. S. Henslow, T. S. Traill, M.D., Earl of Derby, Rev. W. Hincks, F.L.S., John Curtis, F.L.S., P. B. Duncan, F.L.S, J. E. Gray, F.R.S., Mr. C. S. Parker, Rev. J. Yates, Messrs. J. E. Bowman, T. Eyton, J. P. Selby, C. Horsfall, R. Ball, L. W. Dillwyn, J. N. Walker, A. H. Halliday, J. T. Mackay, Capt. Jas. Ross, Sir W. Jardine, Messrs. R. Harrison, Tunne, H. Sandbach, J. Salisbury, — Green, Dr. Duncan, Messrs. F. Archer, G. Cook.

SECTION E.—ANATOMY AND MEDICINE.

President—William Clark, M.D.

Vice-Presidents—James Carson, M.D. F.R.S., Peter Mark Roget, M.D. Sec. R.S., Robert Bickersteth, Esq., Professor R. T. Evanson, M.D. M.R.I.A.

Secretaries—James Carson, jun. M.D., J. R. W. Voss, M.D.

Committee—Neil Arnott, M.D. F.R.S., Richard Bright, M.D. F.R.S., Hugh Carlisle, M.D., James Copland, M.D. F.R.S., Professor Richard T. Evanson, M.D. M.R.I.A., Richard Formby, M.D., Augustus B. Granville, M.D. F.R.S., John Houston, M.D. M.R.I.A., James Johnson, M.D., Jas. Macartney, M.D. F.R.S., Charles Herbert Orpen, M.D., William Henry Porter, Esq., Charles B. Williams, M.D. F.R.S., John Yelloly, M.D. F.R.S.

SECTION F.—STATISTICS.

President—Lord Sandon, M.P.

Vice-Presidents—Col. Sykes, Mr. G. R. Porter, Mr. J. Heywood.

Secretaries—Mr. W. R. Greg, Dr. W. C. Taylor, Mr. W. Langton.

Committee—Dr. Jerrard, Mr. Hovenden, Mr. Fripp, Dr. Carpenter, Mr. H. Romily, Col. Briggs, Mr. Corrie, Mr. W. Wyse, M.P., Mr. Slaney, M.P., Mr. Urquhart, Dr. Kay, Mr. Tuffnell, Mr. Chadwick, Mr. S. J. Lloyd, Mr. Simpson, Lord Nugent.

SECTION G.—MECHANICAL SCIENCE.

President—Rev. T. Robinson, D.D. F.R.S.

Vice-Presidents—Dionysius Lardner, LL.D. F.R.S.; Professor Wheatstone, London; Professor Willis, Cambridge.

Secretaries—William Ritchie, LL.D. F.R.S., Thomas Webster, Sec. I.C.E., Charles Vignoles, C.E.

Committee—John Scott Russell, F.R.S.E., John Taylor, F.R.S., John Robison, F.R.S.E., Davies Gilbert, F.R.S., Dr. Traill, F.R.S.E., George Rennie, F.R.S., Rev. John Blackburne, Pres. Sheffield Phil. Soc.

Associates—Messrs. John Isaac Hawkins, C.E., William Fairburn, Peter Clare, George Forrester, Edmund Bury, William Fawcett, Henry Booth, Hardman Earle, Joseph Locke, David Hodgson.

Her Majesty has been most graciously pleased to patronize the Shipwrecked and Distressed Sailors' Asylum, Cannon-street Road—an institution whose professed object is not only to relieve seamen in distress of every nation, without regard to religion or creed, but also to protect others from falling into the hands of those who make a livelihood by plundering them of their hard earnings immediately on their arrival in port.

In accordance with the latter object, lodging is offered, free of expense, to such seamen as choose to bring their chests and bedding to the asylum.

The example thus graciously set by her Majesty will, doubtless, be extensively followed by those whose immediate interest is identified with that valuable class of our neglected fellow-subjects the Merchant Seamen.

Captain Back, though unsuccessful in the objects of his expedition, has, we are rejoiced to say, succeeded in effecting an almost miraculous return to England with his crew and shattered ship. The details are briefly explained in the following letter from the gallant officer addressed to the Secretary of the Geographical Society:—

"Sir, "Sept. 11, 1837.

"As the expedition from which I have just returned, originated with the Geographical Society, and, at its recommendation, was most liberally carried into effect by his Majesty's Government, I feel it incumbent on me to offer to the Society an outline of the principal events which occurred from the time of my quitting England in June, 1836, till my return to Lough Swilly on the night of Sunday the 3rd inst.

"In a statement of this description, it would be impossible to enter into the detail of all the extraordinary, and, I may say, unparalleled circumstances, which have marked the course of the whole of our proceedings: such details, I trust, I may shortly be enabled to offer to the Society and to the public in a more complete form; but, in the meantime, it is due to those who took so warm an interest in the expedition, to furnish them with an authentic narrative of the voyage, which must, however, necessarily be very brief, and will consist of extracts selected from my daily journal, as better calculated to convey a correct impression of the singular occurrences to which we were witnesses.

"June 23.—We took our departure from Papa Westra, and steered across the Atlantic—the weather stormy. July 29.—We fell in with the ice, and on the following day we first saw the coast of Labrador, near Cape Chudleigh. Aug. 1.—Passed through Hudson's Straits, and on the 5th saw some of the Company's ships, apparently beset with ice, off the North Bluff. By keeping close in with the land we got a-head, and lost sight of them; and on the following day we were ourselves hampered. The ice was compact, and covered the horizon towards Hudson's Bay, as far as could be seen from the mast head, while to the north-west it presented a favourable appearance; I had, therefore, no hesitation in proceeding in that direction. Aug. 16.—We got a run of forty miles from Trinity Isles, yet did not get sight of Baffin Island till the 23rd, when we also saw Southampton Island to the south-west.

"Two days of westerly wind at this crisis would have enabled us to reach Repulse Bay; but easterly winds prevailed, and packed the whole body of ice in such a manner that all hope of retracing our steps, to pass to the southward of Southampton Island, and up to Sir Thomas Roe's Welcome, was out of the question.

"On the 29th we were drifted by the ice to lat. 65° 50′ N., lon. 82° 7′ W. This was our extreme north point, and here we were within forty miles of Winter Island, where the Hecla and Fury passed the winter of 1821-2. By dint of boring, the ship was worked to the southward towards Southampton Island, whither we were attracted by the flattering appearance of lanes of open water. Sept. 4.—We were only 136 miles from Repulse Bay, and two days of strong breeze would have led through Frozen Strait to our destination. During the next fortnight we continued drifting slowly to the westward, passing within three miles of Cape Comfort—a bluff headland, rising about 1000 feet above the sea. Sept. 20.—We were seriously nipped by the ice, so much so as to start some of the ship's fastenings. On the 22nd, being within twenty-five miles of the Duke of York's Bay, we tried to cut through the ice, but found it impracticable, as it closed immediately. From this date the ship was no longer under our own guidance, but, being closely beset, was carried to and fro according to the wind and tide. Sept. 26.—We were drifted into lat. 65° 48′, lon. 83° 40′, our extreme western point, and ninety miles from Repulse Bay. Sept. 27.—A rush of

ice from the eastward lifted the ship's stern seven feet and a half out of the water—constant easterly winds. Oct. 9.—A clear channel in-shore as far as Cape Bylot, for the space of twelve hours, and again on the 27th; but we were so completely frozen up, we could not take advantage of it, although to effect so important an object the ice-saws, axes, and every other implement so liberally supplied by government, were put in requisition, and all the energies of both officers and crew were strained to the utmost, but in vain.

"Oct. 17.—The thermometer fell to 9° below 0 Fahrenheit. In the beginning of November the ship was housed in, and every arrangement made for meeting the rigour of winter; snow walls were raised round the ship; and in this manner we drifted to and fro off the high land of Cape Comfort—at times carried so close to the rocks as to excite alarm for the safety of the ship.

"Dec. 21.—A furious gale from the westward drove us off-shore fourteen miles to the eastward of Cape Comfort, from which point the coast not before laid down in our charts was surveyed, as we drifted to the south-eastward for the distance of about 120 miles, as far as Seahorse Point, the eastern extremity of Southampton Island. The general character of coast —barren hills and cliffs, varying from 750 to 1000 feet above the sea.

"On Christmas-day the first symptoms of scurvy showed themselves, which gradually extended itself to all hands. At one time twenty-five men were suffering severely from it, but eventually only three persons fell victims to this dreadful disease, viz.—the gunner and two seamen. In the beginning of January, during a calm, our floe of ice split with a fearful crash—and this was the commencement of a series of shocks that nothing but the great strength of the mass of timber and iron employed in fortifying the ship could have withstood: as it was, the vessel strained in every direction.

"Feb. 18.—Early in the morning, thermometer at 33° below zero, a disruption of the ice took place, and waves of ice thirty feet high were rollen towards the ship, which complained much; the decks were separated, the beams raised off the shelf-pieces, lashings and stones used for supporters gave way, iron bolts partially drawn, and the whole frame of the ship trembled so violently as to throw some of the men down. Yet this was not our worst disaster.

"On the 15th of March, while drifting to the south-eastward, off a low point—since appropriately named 'Terror Point'—a tremendous rush of ice from the north-west took the ship astern, and, although buried to the flukes of the anchor in a dock of ice, such was the pressure, that she was forced upon it, and at the same time thrown over to starboard, the stern-post was carried away, and the stern lifted seven feet out of the water. The same night a second rush of ice tore up the remnants of our floe, and forced the ship on the ice, so that her forefoot was quite out of water; her sunken stern was threatened by an overhanging wave of ice, full thirty feet high, but which providentially stopped as it touched the quarter of the ship; the water poured in through the stern-frame, and the ship creaked and strained in every direction: provisions were got on deck, the boats lowered, and every preparation made for the worst extremity, and in the darkness and silence of night we calmly awaited the anticipated coming of another shock, which, to all human appearances, must have been the last. Heaven ordained it otherwise, and in this novel cradle of ice we were drifted, without further injury, to Seahorse Point. The ice that bore us was ascertained to be 70 feet thick; and it was not till we had sawed through long lines of 25 feet thick, at a future day, that the ship was freed from this situation. The position of Seahorse Point was determined to be 63° 43′ N., 80° 10′ W., variation 49° westerly; the lowest temperature was 53° below zero, when both mercury and brandy were frozen.

"On 1st May, the ship, still on the ice, was drifted near Mill Island, thence to the southward o[illegible] Island, between it and Cape Wol-

stenholme, a perpendicular cliff of 1000 feet high, thence to the northward of Charles Island, which we reached on the 21st of June. The ice now showed symptoms of disruption, and we set all hands to work with a 35-foot ice-saw, worked by shears; and on the 11th July, having sawed to within three feet, the floe split in a fore and aft direction, and liberated the larboard side; we immediately made sail on the ship, but found we could not extricate her from an iceberg between the fore and main chains. We again had recourse to saws and purchases, when the lump of ice, still fast to the ship, rose to the surface of the water, and threw the vessel on her beam ends, the water rushing in with frightful rapidity. All hands were instantly set to work again, and laboured day and night unremittingly at the fatiguing but indispensable operation of sawing, till, exhausted by their exertions, I was obliged to call them in from the ice for rest and refreshment. Not a quarter of an hour had elapsed from quitting the work when a sudden disruption of the ice took place, and the mass crashed with terrific violence against the ship's side, snapping, apparently without effort, the lashings and spars that had been placed, fearing this occurrence, and but for the merciful interposition of Providence all would inevitably have been crushed by the mass of ice on which they had just been labouring.

"As the ice separated the ship righted and drifted along. Finding it impossible to hang the old rudder, a spare one was fitted and sail made on the ship:—it was an anxious moment as we waited to see if she would answer her helm—and as she bore up before the wind, with her head towards England, a cheer of gratitude burst from all on board.

"I had cherished to the last moment the hope that the damages sustained might not be so great as to prevent my pushing for Wager Inlet by Sir Thomas Roe's Welcome, and there to beach the ship and repair damages, while some in boats carried into effect the object of our expedition; but when I found that she required two pumps constantly going to keep her free, that both outer and inner stern-posts were gone, the keel seriously damaged, besides various other casualties, I felt it became my duty, however reluctantly, to make the best of our way homewards. Fortunately, the early part of our passage across the Atlantic was favourable, but subsequently the weather became boisterous, and the ship leaks increased very much, so that we could barely keep her free with incessant pumping; to secure the ship also we were obliged to strap her together with the stream chain-cable.

"On 6th August we again passed through Hudson's Straits, and on the 3rd of September arrived in Lough Swilly, not having let go our anchor since June, 1836.

"To speculate on what might have been the result of this expedition, had I reached either Repulse Bay or Wager River, would now be idle, but I cannot resist the opportunity of recording my unaltered opinion as to the practicability of the service, when once a party should have reached either of the before-mentioned starting places.

"The north-eastern shore of Southampton Island has been now surveyed for the first time by Lieut. Owen Stanley, who has also made various views of the coast, and a chart showing the track of the ship, the remarkable position in which the ship was placed among the ice, admirably illustrated by Lieutenant Smyth, in a series of spirited and characteristic drawings.

"I cannot conclude this brief account without bearing testimony to the great assistance I have invariably received from Lieutenant Smyth, and all the officers and crew employed under my command in this expedition, to the cheerful obedience with which all orders were obeyed, and to the steadiness of behaviour evinced in circumstances of no common trial.

"I have the honour to be, &c.

"GEORGE BACK.

"To Captain Washington, R.N., Secretary R.G.S."

We have had frequently to animadvert upon the one-sided and party bearing given by the provincial press to any unfortunate collision that may take place between the military and persons of a different calling. A similar predisposition to misrepresent facts has recently manifested itself on the occasion of an affray between a few soldiers of the Inniskilling Dragoons and some country people on the Dorchester Racecourse, and which has called forth the following very proper statement of facts from the officer commanding the regiment :—

" To the Editor of the Dorset County Chronicle.

" Sir,—In your paper of 14th inst. I observed an account of an affray between some men of the 6th Inniskilling Dragoons (which regiment I have the honour to command), and a mob on the Dorchester Racecourse. As this account throws much undeserved blame on the soldiers, and as I have the best means of knowing that your information is erroneous, I trust that you will have the goodness to insert the following authentic statement of facts in the next number of your respectable paper. About eight o'clock in the evening of the second day of the races several soldiers arrived at the barracks desperately wounded. On being questioned, they stated that they had been suddenly attacked by a number of men armed with bludgeons; that they had left several of their companions insensible from wounds they had received; and that there was reason to believe that lives might be lost if immediate assistance was not despatched to the soldiers, who were totally defenceless, while their opponents attacked them with bludgeons and sticks studded with large nails. The individuals who brought this information being perfectly sober, and most respectable characters, the Adjutant, without losing a moment, despatched a piquet, under the command of a serjeant-major, with the following instructions: —' That they were to bring every man of the regiment to barracks; and if they found any persons rioting with or maltreating the soldiers, that they should make prisoners of the latter, and give up to the civil power those maltreating them.' As soon as a mounted piquet could be got ready, it was dispatched by my orders, under the command of a very steady officer, having similar instructions to those given the other, with this in addition, 'that they were to bring in the dismounted piquet.' On the arrival of this party at the course the officer in command found a public prize-fighter in custody of a serjeant, who offered to take oath as to the fact of himself and the serjeant-major of the regiment having been knocked down by this individual, when they were quietly proceeding homeward. There being such conclusive evidence, the officer in command first endeavoured to find a constable on the course, and failing in this (for it appears that they had been either knocked down or were out of the way) he considered himself justified in taking the man to Dorchester, and there delivering him to a constable, who took him before a magistrate. This gentleman, having investigated the case, found grounds sufficient for committing the prize-fighter to prison. In reference to your statement of the soldiers having charged the mob, I beg to mention that I have it on the authority of the officer and the non-commissioned officers with the mounted party that their men neither charged nor drew swords from the period of leaving the barracks till their return; and both the serjeant-major and the serjeant with the foot party declare that they saw none of the soldiers under their command attacking the civilians; but if, in the crowd, and favoured by the darkness of the night, any men separated from this body, and wounded individuals, every facility in my power will be afforded to identify these so[illegible] [illegible]ng them to that punishment which they deserve. I[illegible] [illegible]nly to add, that there is this very powerful re[illegible] [illegible]diers were not aggressors, viz., that all [illegible] [illegible]as the regimental medical officer who [illegible] [illegible]nd, further, that

they were most unlikely individuals to engage in such an affray, being the serjeant-major of the regiment, the hospital and armour-serjeants, and four or five respectable married men, who, I understand, were almost all accompanied by their wives. In the case tried before a bench of magistrates the civilian was fined three pounds and costs, because it was distinctly proved that he knocked down both the soldier and his wife without any provocation.

(Signed) "HENRY MADOX,
"Lieut.-Col. Commanding 6th Inniskilling Dragoons."

We hear the King of the Netherlands has presented Mrs. Janet Taylor with a gold medal, bearing a suitable inscription, as an acknowledgement of the service she has rendered to navigation by the publication of her "Luni-solar and Horary tables, with their application to Nautical Astronomy," noticed in an article on that topic in the number of the United Service Journal for October, 1833; and although the Admiralty, East India Directors, and Trinity-house have expressed their approval of her works by donations, we should rejoice to learn that her arduous and highly useful exertions are not overlooked at home.

MEMBERS OF ROYAL IRISH YACHT CLUB.

Patron (late)—His Most Gracious Majesty.
Vice-Patron—Earl Haddington.
Commodore—The Most Noble The Marquis of Donegal.
Vice-Commodore—Sir Robert Gore Booth, Bart.

ANGLESEY, Marquis of, Pearl, cutter.
Adair, J. H., 60th Regt.
Anderson, W., do.
Atkins, R., do.
Alcock, W., 23rd Regt.
Anderson, W., jun.

Baker, Rev. Francis, yacht, Gazelle.
Booth, Sir R. G., Bart., Waterwitch.
Battersby, Edwin.
Booth, Gore, Gleme, cutter.
Belfast, Earl of
Bisdee, R. J., Tartar, cutter.
——— J. B.
Blackwood, J. O'Reily, Tarquin, cutter.
Beresford, Lord Wm., 43rd Regt.
Bill, Wm., do.
Bayley, Robt., 60th Regt.
Bunbury, T., do.
Bedford, W. J., do.
Brennan, Henry, Czar, schooner.
Biggs, H., 60th Regt.
Browne, Gore, 28th do.
Bigge, T. E., 23rd do.
Beresford, Hon. W. H., 10th Hussars.
Bonham, H. F., do.
Baird, Sir J., Bart, do.
Brander, T. C., 1st Drag. Guards.
Brown, J., do.
Barrow, Arthur, 30th Regt.
Battersby, J. P., Lieut. R.N.
Burrows, Peter, jun., Curlew, cutter.
Binon, Lieut. Royal Yacht, Kingstown.
Brooking, Lieut. H. M. Schooner, Pike.
Butler, W., 52nd Regt.
Bowlby, J. 90th do.
Brady, Luke, 6th do.
Bayley, L., 68th do.
Barlow, Lieut., do.
Bluett, 90th do.
Bird, A. M'Lintock, yacht, Queen Mab.
Bourke, Walter Jas,

Cochrane, John.
Carleton, Francis.
Churchell, C. H.
Cunyngham, A. A.
Conroy, Sir John.
Cummins, J. H., 28th Regt.
Celil, Lord Thos., 10th Hussars.
Corby, Henry, 1st Drag. Guards.
Connor, John, 70th Regt.
Crompton, W. Y., 66th do.
Chichester, Lord E.
Cumming, Henry, 90th Regt.
Caldwell, Lieut., 90th do.
Corcellis, Merrick, cutter-yacht, Tickler.
Cuyler, Lieut.-Col. (since dead), yacht, Medora.
Clonbrook, Lord, yacht, Therese.
Cooper, R. W., cutter, Wizard.

Davis, Henry.
Donegal, Marquis of, Caroline, cutter.
——————— Joe, do.
——————— Fairy, do.

Darcy, Capt., Royal Hospital.
Dayrolls, F. F., 60th Regt.
Dawson, Major, Royal Hospital.
Delancy, James, 1st Drag. Guards.
Dames, Thos., do.
De Bathe, Sir W., Bart.
Daniel, J., 66th Regt.
Dames, G. L., do.
Davis, Wm., Liverpool.
—— Henry, do.
Digby, Lieut., R.N.

Egerton, Will., 43rd Regt.
Eason, Peter, 60th do.
Ellis, Hon. Col. A. F., do.
Ellison, A., do.
Eaton, R. J., do., Don Juan, cutter.
Ellis, H. W., 60th Regt.
Evans, J. T., 1st Drag. Guards.
Eld, Fred., 90th Regt.
Ewbank, Capt., do.
Eyles, Capt., do.

French, G. J., Tippoo, cutter.
Farman, Major, 83rd Regt.
Fincastle, Viscount, 60th Regt.
Fitzgerald, P.S., do.
——— W. F., do.
French, C., 28th Regt.
Fitzherbert, C., 10th Hussars.
Forrester, C. W., 52nd Regt.
Faris, Theoph., 35th do.

Grindrod, J., Reynard, cutter.
Galway, Capt., R.N.
Grey, Hon. C.H., 43rd Regt.
Gun, W. G., 60th do.
Greene, J. S., 28th do.
Gourley, Wm., 23rd do.
Gifford, Robt., 10th Hussars.
Grant, Edward B., 1st Drag. Guards.
George, Rev. Denis, Wave, cutter.
Greene, John, 3rd Dragoons.
Gilbert, Lieut., R.N.
Goldie, T. L., 66th Regt.
Gordon, Robert, Belfast.
Geale, M., 90th Regt.
Griffith, G., 90th do.
Gilder, F., Coldstream Guards.

Hill, T. K., yawl, Black Jack.
Halahan, Thos.
Hutcheson, Wm., Lieut. R.N.
Halahan, Surgeon, R.A.
Hartwell, Sir Brodk., 60th Regt.
Hailes, Col. Harris, 28th do.
Hillard, E. D., 10th Hussars.
Handley, A. B., 1st Drag. Guards.
Hammersley, F., 1st do.
Hill, H., 1st do.
Hawkes, Fred., 1st do.
Hall, F. W., Liverpool, Black Joke, cutter.
Hall, R. A., 52nd Regt.
Hooper, Wm. Limington, Eliza, cutter.
Hamilton, George, 68th Regt.
Hamilton, Fred.
Humphreys, Wm., yacht, Camilla.
Hayes, Thos, yacht, Ariel.

Jameson, John, jun., gig, Tarry Breeks.
Ingestrie, Viscount, R.N.
Jameson, James.
Jones, Arthur.
Jones, J. T., 43rd Regt.
Johnson, C., 60th do.
Joseph, F., 60th do.
Irving, W. J., 28th do.
Jaby, Hon. W. D., 1st Drag. Guards.
Jones, Wm., 1st do.
Judgson, J., 66th Regt.
Jackson, J., Lieut.-Col. 6th Carabiniers.
Jocelyn, Hon. A. J., 6th do.
Irwin, John, jun.
Jones, ——

King, Hon. Robert, Jane, cutter.
Kell, J. B., 82nd Regt.
Keppel, E. G., 43rd do.
Knox, W., 60th do.
Kaye, G. L., 10th Hussars.
Kennedy, Arthur, Waterwitch, cutter.
Keown, Richard.
Kean, James, yacht, Turk.
Kinlock, John, 68th Regt.
Kerr, Lord Charles, 90th do.

Lloyd, Lieut.-Col. Owen, Kate, cutter.
Lorton, Viscount.
Levinge, R. G., 43rd Regt.
Leslie, Charles, 60th do.
Leamon, C. D., 60th do.
Levett, R. B., 60th do.
Leigh, F., 60th do.
Linton, Wm., 66th do.
Lucas, Cooke.
Lander, Wm., yacht, Adelaide.

Minchin, Wm.
Murphy, Wm.
M'Carthy, Dalton.
Mundy, G. C., 43rd Regt.
Makham, C., 60th do.
Marleton, F. W., 60th do.
Mundy, A., 60th do.
Morris, A., 60th do.
M'Donald, R., 69th do.
Messiter, J. A., 28th do.
M'Ivor, E., 23rd do.
Moreton, Hon. P., 10th Hussars.
Maxwell, W. A., 1st Drag. Guards.
Manning, J. S., 1st do.
Martin, Richard, 1st do.
Morris, John B., 1st do.
Maclauren, D. S. K., 1st do.
Mansfield, N. M.
Madden, Col., yacht, Ganymede.
——— Corsair, cutter.
Michell, C. E., 66th Regt.
Markham, O., 90th do.
[illegible]drum, Thos., 2nd do.

M'Neil, Robert.
Miltown, Earl of, Whim, cutter.
Meegan, W. H., Nonpareil, do.

Nesbitt, C. L., 60th Regt.
Nicholson, C. H., 10th Hussars.
Norman, Henry, 10th do.
Neville, H., 1st Drag. Guards.
Nicholson, Edward, yacht, Maria.

Ottley, John, 60th Regt.
Osborne, Wm., 10th Hussars.
O'Connor, Valentine.

Phipps, Hon. Col. E., 60th Regt.
Patterson, Jas.
Phillot, F. G., 23rd Regt.
Phibbs, John, 1st Drag. Guards.
Pocklington, E., 52nd Regt.
Pentland, Wm.
Ponsonby, Thos., 6th Carabiniers.
Portarlington, Earl of.

Quintin, G. A., 10th Hussars.

Rochford, Capt., R.N.
Robinson, J., 60th Regt.
Ruxton, Chas., 28th do.
Rowley, Jno., 10th Hussars.
Reed, Fras., 1st Drag. Guards.
Russell, J. M., 66th Regt.
Rogers, W. H., 90th do.

Shaw, J. C., Liverpool, Dicky Sam, cutter.
Smyth, Wm. H. M.
Symes, T. K.
Swan, Joseph, Red Gauntlet, cutter.
Spencer, Hon. A. A., 43rd Regt.
Spence, Howe, 60th do.
Slyfield, J. B, 60th do.
Strongitharm, J., 60th do.
Spong, Amb., 60th do.
Swift, R., 60th do.
Saville, Hon. H., 10th Hussars
Smith, C. J., 1st Drag. Guards.
Schonswar, J. S., 1st do.
Scott, G. D., 1st do.
Sands, H. D., 1st do.
Scott, Alphd., 1st do.
Smith, Alexr., 1st do.
Sweeney, Roger, Belfast.
Swan, Benj., 70th Regt.
Swan, G. C., 52nd Regt.
Street, Jos., Surgeon, R.N.
Saunderson, J.

Stephens, N. W., 94th Regt.
Slade, M. J., 90th do.
Sussex, Duke of.
Stoker, Edward.
Scovell, H.
Symes, Wm, Mermaid, schooner.

Taylor, John K.
Thompson, Wm., Hotspur, schooner.
Taylor, E., Major, 13th Light Drags.
Tryon, Sam., 43rd Regt.
Thornhill, J. B., 60th do.
Travelgam, W., 60th do.
Townsend, T., 60th do.
Teesdale, Geo., Col. 1st Drag. Guards.
Tyssen, C. A. D., 1st do.
Todd, Thos., 1st do.
Templemore, Lord.
Troutback, Wilfd., Ivanhoe, cutter.
French, Hon. L. P., 52nd Regt.
Thornby, Thos.
Taylor, T. E., 6th Carabiniers.
Usher, John, 66th Regt.

Vance, John, Camilla, cutter.
Vaughan, Hon. G., 60th Regt.
Vincent, Col.

Watson, Wm., yacht, Emily.
——— Daisy, cutter.
Williams, Richard, Morning Star, cutter.
Wynne, Owen, J., Penguin, cutter.
Whitstone, Michl.
Walker, Robt.
Whittaker, J. A., 28th Regt.
Williams, W. N., 23rd do.
Willoughby, W. L., 23rd do.
Wyndham, Col. H., 10th Hussars.
Wallington, J. C., do.
Wood, Wm. H., do.
Wedderburn, F. S., do.
Ward, R. O., do.
Wilson, Henry, 1st Drag. Guards.
Wilkie, E. C. H., 1st do.
Wright, Wm. Henry, yacht, Laura.
Wilson, John, 90th Regt.
Webb, T., do
Walshe, T. H., 6th Carabiniers.
Wellington, Duke of.
Welch, Lieut. R.N.
Wakefield, Lieut., 15th Hussars.
Wright, W. D.
Wright, Travers.

Young, G., 60th Regt.
Yarborough, Lord.

STATIONS OF THE BRITISH ARMY ON 1ST OCTOBER, 1837.

[Where two places are mentioned, the last-named is that at which the Depôt of the Regt. is stationed.]

1st Life Guards—Windsor.
2nd do.—Regent's Park.
Royal Horse Guards—Hyde Park.
1st Dragoon Guards—Dundalk.
2nd do.—Cahir.
3rd do.—Ipswich.
4th do.—Manchester.
5th do.—Birmingham.
6th do.—Brighton.
7th do.—York.
1st Dragoons—Cork.
2nd do.—Dublin.
3rd do.—on passage to India.
4th do.—Bombay.
6th do.—Dorchester.
7th Hussars—Dublin.
8th do.—Newbridge.
9th Lancers—Glasgow.
10th Hussars—Nottingham.
11th Light Dragoons—Bengal.
12th Lancers—Hounslow.
13th Light Dragoons—Madras.
14th do.—Edinburgh.
15th Hussars—Leeds.
16th Lancers—Bengal.
17th do.—Coventry.
Grenadier Guards [1st batt.]—Tower.
Do. [2nd battalion]—Brighton and Windsor.
Do. [3rd battalion]—Wellington B.
Coldstream Guards [1st batt.]—St. George's B.
Do. [2nd battalion]—St. John's Wd.
Sc. Fusilier Guards [1st batt.]—Dublin.
Do. [2nd battalion]—Portman B.
1st Foot [1st battalion]—Athlone.
Do. [2nd battalion]—Canada; Newbridge.
2nd do.—Bombay; Chatham.
3rd do.—Bengal; Chatham.
4th do.—Madras; Chatham.
5th do.—Ionian Isles; Gosport.
6th do.—Bombay; Chatham.
7th do.—Bolton.
8th do.—Jamaica; Galway.
9th do.—Bengal; Chatham.
10th do.—Ionian Isles, ord. home; Wexford.
11th do.—Ionian Isles; Waterford.
12th do.—Mauritius; Kinsale.
13th do.—Bengal; Chatham.
14th do.—West Indies; Brecon.
15th do.—Canada, ord. home; Nenagh.
16th do.—Bengal; Chatham.
17th do.—Bombay; Chatham.
18th do.—Ceylon; Castlebar.
19th do.—Templemore.
20th do.—Canterbury.
21st do.—Van Diemen's Land; Chatham.
22nd do.—Buttevant.
23rd do.—Dublin.
24th do.—Canada; Portsmouth.
25th do.—Limerick.
26th do.—Bengal; Chatham.
27th do.—Cape of G. Hope; Chatham.
28th do.—N. S. Wales; Chatham.
29th do.—Mauritius, ord. home; Devonport.
30th do.—Bermuda; Hull.
31st do.—Bengal; Chatham.
32nd do.—Canada; Plymouth.
33rd do.—Gibraltar; Boyle.
34th do.—America; Cashel.
35th do.—Mauritius; Londonderry.
36th do.—W. Indies; Plymouth.
37th do.—Jamaica; Plymouth.
38th do.—Dublin.
39th Foot—Madras; Chatham.
40th do.—Bombay; Chatham.
41st do.—Madras; Chatham.
42nd do.—Glasgow.
43rd do.—America; Plymouth.
44th do.—Bengal; Chatham.
45th do.—Madras; Chatham.
46th do.—Gibraltar; Cork.
47th do.—Malta; Portsmouth.
48th do.—Birr.
49th do.—Bengal; Chatham.
50th do.—New South Wales; Chatham.
51st do.—Chatham, for Van Diemen's Land.
52nd do.—Gibraltar; Newcastle.
53rd do.—Ionian Isles; Spike Island.
54th do.—Madras; Chatham.
55th do.—Madras; Chatham.
56th do.—Jamaica; Sheerness.
57th do.—Madras; Chatham.
58th do.—Ceylon; Youghal.
59th do.—Malta; Portsmouth.
60th do. [1st batt.]—Corfu; Sunderland.
Do. [2nd batt.]—Gibraltar, ord. for Corfu;
61st do.—Ceylon; Templemore. [Jersey.
62nd do.—Madras; Chatham.
63rd do.—Madras; Chatham.
64th do.—Jamaica; Dundee.
65th do.—W. Indies, ord. for America; Naas.
66th do.—Canada; Templemore.
67th do.—W. Indies; Chatham.
68th do.—Gibraltar, ord. for Jamaica; Cork.
69th do.—W. Indies; Dover.
70th do.—Malta, ord. for W. Indies; Guernsey.
71st do.—Dublin.
72nd do.—Cape of Good Hope; Clonmel.
73rd do.—Ionian Isles; Clare Castle.
74th do.—West Indies; Stirling.
75th do.—Cape of Good Hope; Drogheda.
76th do.—W. Indies; Fort George.
77th do.—Dublin, ord. for Malta.
78th do.—Ceylon; Cork.
79th do.—Edinburgh.
80th do.—N. S. Wales; Chatham.
81st do.—Gibraltar; Carlisle.
82nd do.—Gibraltar; Limerick.
83rd do.—America; Chester Castle.
84th do.—Jamaica, ord. home; Waterford.
85th do.—America; Tralee.
86th do.—Manchester.
87th do.—Mauritius; Birr.
88th do.—Weedon.
89th do.—West Indies; Portsmouth.
90th do.—Ceylon; Portsmouth.
91st do.—St. Helena; Paisley.
92nd do.—Malta; Mullingar.
93rd do.—Belfast; ord. for Gibraltar.
94th do.—Dublin.
95th do.—Newry.
96th do.—Enniskillen.
97th do.—Stockport.
98th do.—Gosport.
99th do.—Fermoy.
Rifle Brig. [1st batt.]—Woolwich.
Do. [2nd batt.]—Portsmouth.
Royal Staff Corps—Hythe.
1st West India Regiment—Trinidad, &c.
2nd do.—New Providence and Honduras.
Ceylon Rifle Regiment—Ceylon.
Cape Mounted Riflemen—Cape of Good Hope
Royal African Colonial Corps—Sierra Leone.
Royal Newfoundland Veteran Comp.—Newfd.
[illegible]al Malta Fencibles—Malta.

[This Document being prepared e[illegible] Journal, we request that, if borrowed it[illegible]

STATIONS OF THE ROYAL NAVY IN COMMISSION 1ST OCT., 1837.

Actæon, 26, Capt. Lord Edward Russell, South America.
Ætna, 6, sur. v. Capt. A.T. E. Vidal, Coast of Africa.
African, st. v. Capt. F. W. Beechey, Woolwich.
Alban, st. v., Lieut. E. B. Tinling, W. Indies.
Algerine, 10, Lieut. W. S. Thomas, East Indies.
Alligator, 28, Capt. Sir J. J. G. Bremer, C.B., K.C.H., Portsmouth.
Andromache, 28, Capt. H. D. Chads, C.B., Sheerness.
Asia, 84, Capt. W. Fisher, Mediterranean.
Astræa, 6, Capt. J. H. Plumridge, Falmouth.
Barham, 50, Capt. A. L. Corry, Mediterranean.
Basilisk, 6, ketch, Lieut. G.G. Macdonald, South America.
Beacon, 8, sur. v., Lieut. T. Graves, Mediter.
Beagle, 10, sur. v. Com. J. C. Wickham, East Indies.
Bellerophon, 80, Captain Samuel Jackson, C.B., Mediterranean.
Belvidera, 42, Capt. C. B. Strong, West Indies.
Blazer, st. v., Lieut. J. M. Waugh, par. ser.
Blonde, 46, Capt. F. Mason, C.B. South America.
Bonetta, 3, Lieut. H. P. Descamps, Coast of Africa.
Boxer, st. v. Lieut. F. Bullock, par. ser.
Britannia, 120, Adm. P. C. H. Durham, G.C.B., Capt. J. W. D. Dundas, Portsmouth.
Buzzard, 3, Lieut. J. L. R. Stoll, C. of Afri.
Cameleon, 10, Lieut. J. Bradley, Lisbon station.
Carron, st. v., Lieut. E. E. Owen, West Indies.
Carysfort, 26, Capt. H. B. Martin, Mediter.
Castor, 36, Capt. E. Collier, par. ser.
Ceylon, 2, Lieut. J. G. M'Kenzie, rec. sh. Malta.
Champion, 18, Com. G. St. V. King, W. Indies.
Charybdis, 3, Lieut. S. Mercer, Chatham.
Childers, 16, Com. Hon. H. Keppel, Mediter.
Cleopatra, 26, Capt. Hon. G. Grey, S. America.
Clio, 16, Com. W. Richardson, Mediterranean.
Cockatrice, 6, Lieut. J. Douglas, S. America.
Columbine, 18, Com. T. Henderson, Coast of Africa.
Comet, st. v. Lieut. G. T. Gordon, par. ser.
Comus, 18, Com. Hon. P. P. Cary, West Indies.
Confiance, st. v., Lieut. W. Arlett, Mediter.
Conway, 28, Capt. C. R. Drinkwater, E. Indies.
Cornwallis, 74, Vice-Adm. Hon. Sir C. Paget, G.C.H., Capt. Sir R. Grant, Kt., W. Indies.
Crocodile, 28, Capt. J. Foote, Plymouth.
Cruizer, 16, Com. W. A. Willis, Sheerness.
Curlew, 10, Lieut. E. Norcott, Coast of Africa.
Dido, 18, Capt. L. Davies, C.B., Mediterranean.
Dolphin, 3, Lieut. T. L. Roberts, C. of Africa.
Donegal, 78, Capt. J. Drake, Plymouth.
Dublin, 50, Vice-Adm. Sir C. E. Hamond, Bart., K.R.C., Capt. R. Tait, S. America.
Echo, st. v., Lieut. W. James, West Indies.
Edinburgh, 74, Capt. W. W. Henderson, Portsmouth.
Excellent, 76, Capt. T. Hastings, Portsmouth.
Fair Rosamond, Lieut. W. B. Oliver, Coast of Africa.
Fairy, 10, sur. v. Capt. W. Hewett, North Sea.
Favourite, 18, Com. W. Croker, Plymouth.
Firefly, st. v., Lieut. J. Pearce, partic. serv.
Flamer, st. v., Lieut. J. M. Potbury, W. Indies.
Fly, 18, Com. R. Eliott, South America.
Gannet, 16, Capt. W. G. H. Whish, West Indies.
Griffon, 3, Lieut. J. G. D'Urban, West Indies.
Harlequin, 16, Com. J. E. Erskine, Mediterran.
Harpy, 10, Lieut. Hon. G.R.A. Clements, W. Indies.
Harrier, 18, Com. W. H. H. Carew, S. America.
Hastings, 74, Vice-Admiral Sir W. H. Gage, G.C.H., Capt. H. Shiffner, Lisbon sta.
Hazard, 16, Com. J. Wilkinson, C. of Africa.
Hercules, 74, Capt. J. T. Nicolas, C.B., K.H., Lisbon.
Hermes, st. v. Lieut. W. S. Blount, Medn.
Hornet, 6, Lieut. H. Baillie, Falmouth.
Howe, 120, Vice-Adm. Sir R. Otway, Bt. K.C.B., Capt. C. H. Paget, Sheerness.
Hyacinth, 18, Com. W. Warren, Portsmouth.
Imogene, 28, Capt. H. W. Bruce, S. America.
Inconstant, 36, Capt. D. Pring, Lisbon sta.
Lapwing, 6, Lieut. T. R. Coghlan, Falmouth.
Lark, 4, sur. v. Lieut. E. Barnett, W. Indies.
Larne, 18, Com. J. P. Blake, East Indies.
Leveret, 10, Lieut. C. I. Bosanquet, C. of Africa.
Lightning, st. v., Lieut. Jas. Shambler, par ser.
Madagascar, 46, Capt. Sir J. S. Peyton, K.C.H. West Indies.
Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon station.
Magnificent, 4, Com. J. Paget, rec. ship, Jamai.
Magpie, 4, Lieut. T. S. Brock, Mediterranean.
Malabar, 74, Capt. Sir W. A. Montagu, C.B. K.C.H., Lisbon station.
Medea, st. v. Com. H. T. Austin, Mediter.
Melville, 74, Capt. Hon. R. S. Dundas, Portsmouth.
Meteor, st. v. Lieut. G. W. Smith, Woolwich.
Minden, 74, Capt. A. R. Sharpe, C.B., Lisbon station.
Nautilus, 10, Lieut. W. Crooke, Portsmouth.
Nimrod, 20, Com. J. Fraser, W. Indies.
North Star, 28, Com. Lord John Hay, Lisbon station.
Orestes, 18, Com. J. J. F. Newell, Mediter.
Pearl, 20, Com. Lord C. E. Paget, W. Indies.
Pelican, 16, Com. R. Popham, Coast of Africa.
Pelorus, 16, Com. T. Harding, East Indies.
Pembroke, 74, Capt. F. Moresby, C.B., Medit.
Phœnix, st. v., Com. W. H. Henderson, Lisbon station.
Pickle, 5, Lieut. P. Hast, W. Indies.
Pique, 36, Capt. E. Boxer, Portsmouth.
Pluto, st. v. Lieut. J. Duffill, Lisbon sta.
Portland, 52, Capt. D. Price, Mediterranean.
President, 52, Capt. Js. Scott, Portsmouth.
Princess Charlotte, 104, Adml. Hon. Sir R. Stopford, G.C.B., Capt. A. Fanshawe, Medn.
Pylades, 18, Com. W. L. Castle, Coast of Africa
Racer, 16, Com. J. Hope, West Indies.
Rainbow, 28, Capt. T. Bennett, West Indies.
Raleigh, 16, Capt. M. Quin, East Indies.
Rapid, 10, Lieut. Hon. G. H. St. V. de Ros Kinnaird, Mediter.
Rattlesnake, 28, Capt. W. Hobson, E. Indies.
Raven, 4, sur. v. Lieut. G. A. Bedford, C. of Africa.
Rhadamanthus, st. v. Com. A. Wakefield, Woolwich.
Ringdove, 16, Com. H. P. Nixon, W. Indies.
Rodney, 92, Capt. Hyde Parker, Mediter.
Rolla, 10, Lieut. F. H. H. Glasse, Coast of Africa.
Rose, 18, Com. W. Barrow, East Indies.
Rover, 18, Com. Chas. Eden, South America.
Royal Adelaide, 104, Adm. Lord A. Beauclerk, G.C.B., G.C.H.; Capt. Sir Wm. Elliott, C.B., K.C.H., Plymouth.
Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H. Portsmouth.
Royal Sovereign, yacht, Capt. Sup. W. P. Cumby, C.B., Pembroke.
Royalist, 10, Lieut. Hon. E. Plunkett, Lisbon station.
Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Medn.
Salamander, st. v. Com. S. C. Dacres, Lisbon station.

Samarang, 28, Capt. W. Broughton, S. America.
San Josef, 110, Capt. J. Hancock, C.B., guard-ship, Plymouth.
Sapphire, 28, Capt. R. F. Rowley, Mediterran.
Sappho, 16, Com. T. Fraser, West Indies.
Saracen, 10, Lieut. H. W. Hill, Co. of Africa.
Satellite, 18, Com. I. Robb, West Indies.
Savage, 10, Lieut. Hon. E. R. Curzon, Lisbon station.
Scorpion, 10, Lieut. C. Gayton, Lisbon station.
Scout, 18, Com. R. Craigie, Coast of Africa.
Scylla, 16, Com. Hon. J. Denman, Lisbon sta.
Seaflower, 4, Lieut. J. Roche, Channel.
Seringapatam, 46, Capt. J. Leith, West Indies.
Serpent, 16, Com. R. L. Warren, W. Indies.
Skipjack, 5, Lieut. J. J. Robinson, W. Indies.
Snake, 16, Com. A. Milne, West Indies.
Sparrow, 10, Lieut. R. Loweny, par. service.
Sparrowhawk, 16, Com. J. Shepherd, South America.
Speedy, 8, Lieut. J. M. Mottley, Sheerness.
Spider, 6, Lieut. J. O'Reilly (a) South America.
Spitfire, st. v. 6, Lieut. A. Kennedy, particular service.
Stag, 46, Capt. T. B. Sullivan, C.B., S. America.
Starling, sur. v., Lieut. H. Kellett, S. America.
Sulphur, sur. v., Com. E. Belcher, S. America.
Talavera, 74, Capt. W. B. Mends, Lisbon sta.
Temeraire, 104, Capt. T. F. Kennedy, guard-ship, Sheerness.
Terror, bomb, Capt. G. Back, Plymouth.
Thalia, 46, Rear-Admiral Sir P. Campbell, K.C.B.; Capt. R. Wauchope, Cape of Good Hope and Coast of Africa.
Thunder, surv. Lieut. B. Allen, Portsmouth.
Tribune, 24, Capt. J. Tomkinson, Mediter.
Trinculo, 16, Com. H. E. Coffin, Lisbon station.
Tweed, 20, Com. Hon. F. T. Pelham, Lisbon sta.
Tyne, 28, Capt. J. Townshend, Portsmouth.
Vanguard, 80, Capt. Sir Thos. Fellowes, Kt. C.B. Mediterranean.
Vestal, 26, Capt. W. Jones, Sheerness.
Victor, 16, Com. R. Crozier, East Indies.
Victory, 104, Capt. T. Searle, C.B., guard-ship, Portsmouth.
Viper, 6, Lieut. W. Winniett, Coast of Africa.
Volage, 28, Capt. P. Richards, Sheerness.
Volcano, st. v., Lieut. W. M'Ilwaine, Medn
Wanderer, 16, Com. T. Bushby, West Indies.
Water Witch, 10. Lieut. W. Dickey, C. of Africa
Wellesley, 74, Capt. T. Maitland, Portsmouth.
William and Mary, yacht, Capt. Sir J. Louis, Bart., Woolwich.
Winchester, 52, Vice-Admiral the Hon. Sir T. B. Capel, K.C.B., Captain E. Sparshott, K. H., East Indies.
Wizard, 10. Lieut. E. L. Harvey, S. America.
Wolf, 18, Com. E. Stanley, East Indies.
Wolverine, 16, Com. Hon. E. Howard, Mediter.
Zebra, 16, Capt. R. C. M. Crea, East Indies

SLOOPS OF WAR COMMISSIONED AS PACKETS.

Alert, Lieut. C. H. Norrington.
Briseis, Lieut. John Downey.
Delight, Lieut. J. Moore (b)
Express, Lieut. W. G. Croke.
Goldfinch, Lieut. Edw. Collier.
Hope, Lieut. W. L. Rees.
Lapwing, Lieut. G. B. Forster.
Linnet, Lieut. W. Downey.
Lyra, Lieut. W. Forrester.
Magnet, Lieut. S. Griffith.
Mutine, Lieut. Richard Pawle.
Nightingale, Lieut. G. Fortescue.
Opossum, Lieut. Robt. Peter.
Pandora, Lieut. R. W. Innes.
Pigeon, Lieut. W. Luce.
Ranger, Lieut. J. H. Turner.
Reindeer, Lieut. H. P. Dicken.
Seagull, Lieut. J. Parsons.
Sheldrake, Lieut. A. R. L. Passingham.
Skylark, Lieut. C. P. Ladd.
Spey, Lieut. Rob. B. James.
Star, Lieut. C. Smith.
Swift, Lieut. D. Welch.
Tyrian, Lieut. Ed. Jennings.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

To be Commanders.

John Halkett
Horatio B. Young

To be Lieutenants.

W. P. Crozier
C. R. Bamber'
J. C. M. Touzeau

APPOINTMENTS.

Captains.

J. Drake ..... Donegal
J. Townshend ..... Tyne
J. Foote ..... Crocodile

Commanders.

W. D. Puget ..... Melville
W. Croker ..... Favourite
H. J. Puget ..... Hercules
T. Ogle ..... President

Lieutenants.

W. J. Williams ..... Pique
H. M. Ellicombe ..... Do.
R. H. Bunbury ..... Victory
J. Hogg ..... African
T. Edwards ..... Alligator
G. M'Adam ..... Hercules
H. P. Jones ..... to com. Otter Packet
J. B. Boultbee ..... Sheerness Ordinary
V. P. Hunter ..... Coast Guard
G. Pooley ..... Do.
R. F. King ..... Minden
E. Ommanney ..... Flag to R. Ad. Sir J. Ommanney
J. C. Gill ..... President
H. N. Lawrence ..... Do.
H. J. W. S. P. Galiwey .. Do.
W. Barrie ..... Do.
T. R. Sullivan ..... Melville
H. Schomberg ..... Do.
H. Harris ..... Do.
Lord H. Russell ..... Do.
Hon. R. S. Dundas ..... Do.
B. Allen ..... Thunder
B. Jeffery ..... Do.
T. Smith ..... Do.
E. S. Peirse ..... Tyne
J. C. M. Touzeau ..... Do.
C. C. Austin ..... Crocodile
S. O. Woolridge ..... Do.
G. P. Rosenburg ..... to com. Forrester

MASTERS.

E. Beecroft.....(acting) President
T. B. Coduor.....Favourite
C. H. Dillon...(acting) Thunder

SURGEONS.

J. O. M'Williams.....Scout
H. Williams.....Favourite
R. Guthrie.....President
J. R. Reid.....Hyacinth
G. J. Fox, M.D.....Crocodile

ASSIST.-SURGEONS.

J. M. Deah.....Pique
H. G. R. Page.....Donegal
J. Allen..... (sup.) Britannia
E. Davies.....Favourite
J. Sloane.....President
G. Ball.....President
E. Alexander, M.D. ...Crocodile
J. M'Nicoll.....Forester

PURSERS.

T. Kerigan.....Pique
W. Brown.....Melville
E. O'Maley.....Excellent
J. Maddocks.....Sec. to R.-Ad. Ross
J. F. Russell.....Tyne
J. T. Gleddon.....President
J. C. Harris.....Crocodile
G. Simmonds.....Favourite
R. Hayes.....Thunder

CHAPLAIN.

Rev. Meyrick Beebee...Donegal.

ARMY.

WAR OFFICE, Sept. 1.

2nd Life Guards—Lieut. George Howard Vyse to be Capt. by pur., vice Conway, who retires; Cornet and Sub-Lieutenant William Augustus Tollemache to be Lieut. by pur., vice Vyse; Assist.-Surgeon James Bett, from the Royal Horse Guards, to be Surgeon, vice Broughton, dec.; Staff-Assist.-Surgeon Francis Wm. Grant Calder to be Assist.-Surgeon, vice Bowen, superseded.

Royal Horse Guards—Staff-Assist.-Surgeon George Gulliver to be Assist.-Surgeon, vice Bett, promoted in 2nd Life Guards.

6th Foot—Lieutenant Andrew David Alston Stewart, from the 42nd Foot, to be Lieutenant, vice Lord Charles Kerr, who exchanges.

8th Foot—Ensign Mark Pattison Steward to be Lieut. by pur., vice Wolseley, who retires; Thomas Clowes, Gent., to be Ensign by pur., vice Steward.

12th Foot—Lieut. John Taylor Winnington to be Capt. by pur., vice Senhouse, who retires; Ensign Richard John Allen Philipps to be Lieutenant by pur., vice Winnington; Richard Bourne, Gent., to be Ensign by purchase, vice Philipps.

14th Foot—Lieut. Henry Pigott, from half-pay 20th Foot, to be Lieut., vice M'Pase, whose appointment has not taken place.

42nd Foot—Lieut. Lord Charles Lennox Kerr, from 6th Foot, to be Lieut. vice Stewart, who exchanges.

51st Foot—Captain James William Harvey, from half-pay Unatt., to be Capt., vice Charles William Tyndale, who exch.; Lieut. Percy Rice to be Captain by pur., vice Harvey, who retires; Ensign Francis Carey to be Lieut. by pur., vice Rice; Gent. Cadet Francis Crossman Doveton, from the Royal Mil. Col., to be Ensign by pur., vice Carey.

69th Foot—Staff Assistant-Surgeon Edward Robertson, M.D., to be Assist.-Surgeon, vice Edward, who exch.

85th Foot—Ensign John Blackburn to be Lieut. by pur., vice Garner, who retires; Wm. Wray Maunsell, Gent., to be Ensign by pur., vice Blackburn.

86th Foot—Captain A. Littleton Macleod, from 95th Foot, to be Capt., vice Jasper Creagh, who exch.

95th Foot—Cap. Jasper Creagh, from 86th Foot, to be Capt., vice Macleod, who exch.

97th—Lieut. Henry Campbell, from half-pay of the 30th Foot, to be Lieutenant, vice Hunt, appointed Paymaster to 80th Foot; Ensign Robert Henry Stuart Jackson, to be Lieut. by pur., vice Campbell, who retires; Robert Beauchamp Giveen, Gent., to be Ensign by purchase, vice Jackson.

Royal Malta Fencible Regt.—Lieutenant and Adjutant John Levick to be Capt. without pur., vice Muscat, dec.; Ensign Salviero Gatt to be Adjutant, with the local and temporary rank of Lieutenant in the Army, vice Levick; Cadet William Gatt to be Ensign, with local and temporary rank in the Army, vice Gatt.

Hospital Staff—Assist.-Surg. David Edward, from 69th Regt., to be Assist.-Surgeon to the Forces, vice Robertson, who exchanges.

OFFICE OF ORDNANCE, Sept. 1.

Erratum in the Gazette of 25th ult.—The Christian name of Lieutenant Rose is Hew (not Hugh) Graham.

WAR-OFFICE, Sept. 15.

13th Regt. Light Dragoons—Captain T. P. Lang to be Major without purchase, vice Taylor, dec.; Lieutenant G. Manners to be Captain, vice Lang; Cornet J. H. Gray to be Lieutenant, vice Manners; Cornet and Adjt. C. Floyd to have the rank of Lieutenant; W. H. Rosser, Gent. to be Cornet, vice Gray.

14th Light Dragoons—Regimental Serjeant-Major W. Clarke to be Quartermaster, vice J. Houghton, who retires upon half-pay.

15th Light Dragoons—Captain J. Carnegie, from the half-pay of the 9th Light Dragoons, to be Captain vice G. P. Rose, who exchanges; Lieut. G. W. Key to be Capt. by purchase, vice Carnegie, who retires; Cornet J. B. Pilgrim to be Lieut. by purchase, vice Key.

2nd Foot—Ensign T. A. Nixon to be Lieut. without purchase, vice Walton, dec.; Gent. Cadet T. Addison, from the Royal Military College, to be Ensign, vice Nixon.

7th Foot—Ensign Hon. W. P. M. Talbot, from the 35th Foot, to be Lieut. by purchase, vice Lowe, who retires.

8th Foot—I. A. Blake, Gent. to be Assistant-Surgeon, vice Anderson, dec.

25th Foot—Lieut. S. Wells to be Capt. by purchase, vice Laye, who retires; Ensign S. P. Peacocke to be Lieut. by purchase, vice Wells; T. R. Conolly, Gent. to be Ensign, by purchase, vice Peacocke.

34th Foot—A. C. Robertson, Gent., to be Ensign, by purchase, vice Lang, promoted.

35th Foot—R. O. Travers, Gent., to be Ensign, by purchase, vice Talbot, promoted in the 7th Foot.

43rd Foot—Ensign J. C. Coote to be Lieut. by purchase, vice Priestley, who retires; Lord F. G. C. Lennox to be Ensign, by purchase, vice Coote; Lieut. H. W. Paget to be Adjutant, vice Priestley, who resigns.

56th Foot—Brevet-Major P. S. Norman to be Major, without purchase, vice Wilson, dec.; Lieut. R. P. Ince to be Captain without purchase, vice Strauchey, dec.; Lieut. B. Walmsley to be Capt. without purchase, vice Norman; Ensign R. W. Lacy, from the 84th Foot, to be Lieut., vice Ince.

68th Foot—Lieut. J. B. Parkinson to be Captain by purchase, vice Flint, who retires; Ensign H. Blount to be Lieut. by purchase, vice Parkinson; P. C. S. Grant, Gent. to be Ensign by purchase, vice Blount.

77th Foot—Staff-Assist.-Surg. J. D. M'Illree to be Assistant-Surgeon.

84th Foot—Gent. Cadet C. F. Campbell, from the Royal Military College, to be Ensign, without purchase, vice Lay, promoted in the 56th Foot.

99th Foot—Quartermaster-Serjeant W. Newland to be Quartermaster, vice P. Maitland, who retires upon half-pay.

Hospital Staff—Staff-Surg. A. Smith, M.D. from the half-pay, to be Surgeon to the Forces, vice E. Burton, who retires upon half-pay. To be Assistant-Surgeon to the Forces—Assistant-Surg. L. Jameson, M.D. from the Rifle Brigade, vice M'Illree, appointed to the 77th Foot; J. W. Sparrow, Gent.; A. C. Hawthorn, Gent.; A. D. Taylor, Gent. vice Gulliver, appointed to the Royal Horse Guards; F. H. Clark, Gent. vice Calder, appointed to the 2nd Regt. Life Guards.

WAR OFFICE, Sept. 22.

17th Regt. of Light Dragoons—Lieut. R. A. Houblon, from the 70th Regt. of Foot, to be Lieut. vice Mordaunt, who exch.

10th Foot—Gent. Cadet M. B. Powell, from the Royal Military College, to be Ensign without purchase, vice D'Oyley, deceased.

23rd Foot—Capt. R. E. Campbell, from the 93rd Regt. of Foot, to be Capt. vice Bourchier, who exchanges.

26th Foot—Ensign C. Cameron, to be Lieut. without purchase, vice Heming, deceased; Ensign J. Wright, from the half-pay of the 96th Regt. of Foot, to be Ensign, vice Cameron; Quartermaster-Serjt. J. Cumming, to be Ensign, by purchase, vice Wright, who retires.

50th Foot—Ensign W. H. Wright, to be Lieut. without purchase, vice Malcolm, dec.; Gent. Cadet T. Dundas, from the Royal Military College, to be Ensign, vice Wright.

52nd Foot—C. A. Denison, Gent. to be Ensign, by purchase, vice Jones, who retires.

61st Foot—Ensign W. M. De Butts to be Lieut., without purchase, vice Shaw, deceased; Gent. Cadet T. N. Dalton, from the Royal Military College, to be Ensign, without purch., vice T. W. Walker, deceased; Serjeant-Major G. I. Cary, to be Ensign, vice De Butts.

70th Foot—Lieut. J. Mordaunt, from the 17th Light Dragoons, to be Lieut. vice Houblon, who exchanges.

93rd Foot—Capt. H. P. Bourchier, from the 23rd Regt. of Foot, to be Capt., vice Campbell, who exchanges.

98th Foot—Lieut. W. Wallace to be Capt. by purchase, vice Stevens, who retires; Ensign J. C. A. Dunbar, to be Lieut. by purchase, vice Wallis; C. E. Synge, Gent. to be Ensign, by purchase, vice Dunbar.

Ceylon Rifle Regt.—Lieut. R. Macbeth, from the half-pay Unattached, to be Lieut., vice G. Hamilton, who exchanges.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

At Swan River, Australia, the Lady of Capt. Sir James Sterling, R.N., Governor of the colony, of a son.

July 15th, at St. Vincent's, the Lady of Lieut. Manty, 1st West India Regt., of a daughter.

At Montreal, Lower Canada, the Lady of Paymaster W. G. Sharp, Royal Regiment, of a daughter.

At Malta, the Lady of Capt. R. Manners, 59th Foot, of a son.

At Stake, near Plymouth, the Lady of Commander H. L. Richards, R.N., of a son.

Aug. 22nd, at Bath, the Lady of Lieutenant Williams, R.N., of a son.

Aug. 27th, at Southsea, the Lady of Capt. Tinklar, R.N., of a daughter.

Aug. 28th, at Walton-on-the-Naze, the Lady of Capt. W. Fraser, R.A., of a son, still-born.

Aug. 30th, at Moseley, near Birmingham, the Lady of Capt. Vetch, R.E., of a son.

Aug. 31st, at Titchfield, Hants, the Lady of Capt. Anderson, R.N., of a daughter.

At Edinburgh, the Lady of Major-Gen. Sir James Russel, K.C.B., Hon. East India Com. Serv., of a daughter.

At Ilfracombe, the Lady of Commander G. Herbert, R.N., of a daughter.

Sept. 5th, the Lady of Capt. Palliser, R.A., of a daughter.

At Hastings, the Lady of Captain T. Monk Mason, R.N., of a son.

Sept. 10th, the Lady of Lieut. R. Holman, R.N., of a daughter.

Sept. 13th, at the North Crescent, F Square, the Lady of Rear-Admiral Skipsey, of a son.

Sept. 16th, at Enham House, Hants, the Lady of Major Jasper T. Hall, Unattached, of a son.

Sept. 20th, at Windlesham House, Bagshot, the Lady of Captain Frederick Clarke, Royal Scots Greys, of a son.

Sept. 24th, in Gloucester Place, the Lady of Major Patton, 12th Regt., of a son.

MARRIAGES.

May 5th, at Barbadoes, Lieut. C. M. Fitzgerald, R.N., of H.M. Ship Belvidera, to Lucy, youngest daughter of Dr. Austin.

At Valetta, Lieut. G. J. L. Buchanan, R.A., eldest son of the late Col. Buchanan, R.E., to Julia, daughter of Lieut.-Col. Wallace, commanding Royal Artillery at Malta.

Aug. 23rd, at Kingston, Lieutenant Richard Bastard, R.N., to Miss Bowyer, daughter of the late John Bower, Esq. of Landport.

Aug. 29th, at St. John's, Paddington, Major the Hon. A. C. Legge, second son of the late Earl of Dartmouth, to Caroline, fourth daughter of the late J. C. P. Bouwens, Esq.

Aug. 30th, at Tindenham, Gloucestershire, Capt. F. M. Martyn, 2nd Life Guards, to Amelia, daughter of the late Richard Jenkins, Esq., of Beachley Lodge, Gloucestershire.

At St. Margaret's, Westminster, Capt. B. M. Kelly, R.N., to Mary Ann, daughter of Richard Price, Esq., of Highfield's Lodge, Sussex, and [illegible]t, St. James's.

[illegible]uth, Lieut. J. Yelland, R.N., to

Catherine Eliza, youngest daughter of the late R. J. Gifford, Esq.

At St. Leonard's, Devonshire, Capt. R. Telford, 9th Regt., to Miss E. Townsend.

Sept. 5th, at Reading, Captain R. J. Little, to Ann Victoria, only daughter of the late Commissioner Inman, R.N.

At St George's, Hanover Square, Captain C. W. M. Balders, 3rd Light Dragoons, to Lady Catherine Anne Hare, daughter of the late Viscount Ennismore, and sister of the Earl of Listowel.

At Portsmouth, Lieut. W. C. Harris, 68th Regt., to Matilda, eldest daughter of the late John Allen Hickley, Esq., of Purbrook House, Hants.

Sept. 14th, at Brentwood, Capt. W. H. Sampson, 59th Regt., to Emily, daughter of Dr. Richardson of that place, and widow of E. James, Esq., of Jamaica.

At Stonehouse, Ensign T. W. Jerningham, 29th Regt., to Georgiana, daughter of the late Rev. G. Mangles of Mutley, Devon.

Sept. 25th, at Hampton Court, by special license, Colonel Sir James Reynett, K.C.H., Aide-de-Camp to the Queen, and Equerry to His Royal Highness the Duke of Cambridge, to Eliza, eldest daughter of James Campbell, Esq. of Hampton Court.

DEATHS.

Dec. 12th, 1836, at New South Wales, Paymaster Green, 57th Regt.

Feb. 7th, at Hurnee, Bombay, Lieut. Walton, 2nd Regt.

Feb. 24th, at sea, Lieut. Heming, 26th Regt.

April 22nd, Lieut. Gooday, h.p. 18th Regt.

May 2nd, in Canada, Lieut. Pass, late 4th R.V.B.

May 21st, at Canterbury, Quartermaster Webster, h.p. 11th Light Dragoons.

May 29th, at St. Lucie, Assistant-Surgeon Patterson, 74th Regt.

June 1st, on the Coast of Africa, Mr. A. Rolls, Master of H.M. Ship Columbine.

June 6th, Lieut. Jennings, h.p. 1st Dragoons.

June 7th, Capt. Wilmot, h.p. Fish's corps.

June 9th, in Dublin, Lieut. Longworth, late 10th R.V.B.

June 27th, at Loughrea, Lieut. Dumas, h.p. 82nd Regt.

July 9th, Ensign Grant, late 6th R.V.B.

July 15th, at Clifton, Sir Alexander Willson, Knt., M.D., Fellow of the Royal College of Physicians, Edinburgh, and LL.D., aged 78, of Stroete, in the county of Gloucester, and of Pultney Street, Bath. Sir Alexander served many years in different parts of the world as Surgeon in the Royal Regiment of Artillery, from which corps he had retired on half-pay, universally beloved and respected.

July 16th, Capt. Rumann, h.p. German Legion.

July 27th, at Boulogne, Lieut. H. Cochrane, Unatt.

July 28th, at Stirling Castle, Ensign Morris, 74th Regt.

July 31st, at Malta, Captain Muscat, Royal Malta Fencible Regt.

In Jamaica, Capt. J. G. Strachey, 56th Regt.

On the Coast of Africa, Assistant-Surgeon Martin of H. M. Ship Curlew.

Aug. 7th, at Santa Maura, Ionian Islands, Ensign G. H. D'Oyly, 10th Regt.

Aug. 7th, at Eton, Bucks, after a long and painful illness, Lieut. William Mansell, late Royal Invalids, and formerly of the 29th Regt. He was a tender and affectionate husband, an indulgent father, and truly honest man: he was beloved and esteemed by his numerous acquaintances as an hospitable and cheerful companion, and his death will be long remembered with regret by his family and friends. His remains were interred in the cloisters at Windsor.

Capt. White, h.p. 46th Regt.

Lieut. Baillie, h.p. 19th Regt.

On the 15th August last, on his passage from Rio de Janeiro to Falmouth, in H.M. Packet Linnet, Frederick, seventh son of John E. Tuppes, Esq., of Guernsey, aged thirty-three. It is a melancholy coincidence that his next elder brother, Brock, the daily companion of his infancy and boyhood, died on the same day (15th Aug. 1833) of the same complaint, an affection of the heart, and also a passenger from Rio de Janeiro to Falmouth in H.M. Packet, Rinaldo. The remains of both were committed to the deep, and they now sleep with their eldest brother, who perished at sea in 1812, in the yawning sepulchre of the ocean.

Aug. 17th, at Carrick-on-Shannon, Barrack-master E. Mockler.

Aug. 27th, Major J. B. Fletcher, late R.M.

The Right Hon. Viscount Bangor, Lieut. Royal Navy.

At Kinsale, Retired Commander T. Harris, R.N.

At Limerick, Capt. R. Brakeman, formerly 54th Regt.

Sept. 2nd, at Richmond, Rear-Admiral Chas. Fielding, aged 57.

Sept. 2nd, at Southsea, Rear-Admiral Richard Byron, C.B.

Sept. 4th, at Chelsea, Major-Gen. R. Lewis, Hon. East India Company's Service, aged 76.

Lieut. R. R. Murray, R.N.

Lieut. T. Renwick, R.N.

Sept. 11th, Major Wm. Fenwick, 23rd Royal Welch Fusiliers.

Sept. 14th, at Leamington, Lieut.-General the Hon. Sir E. Stopford, G.C.B., Colonel of the 41st Regt.

Sept. 15th, at Wassand, near Hull, Captain G. Acklom, R.N.

At Leamington, Captain B. Lyon Poynter, Royal Horse Artillery.

The melancholy event of the death of Surgeon Broughton, of the 2nd Life Guards, is recorded in our last Number, and as it was attended with circumstances of no common interest, we promised a fuller notice.

Mr. Broughton was the grandson of the Rev. Thos. Broughton, the rector of the celebrated church of St. Mary, Ratcliff, in Bristol, and the friend and companion of Handel, and the son of a beneficed clergyman in the West of England of the same name.

About twenty-five years ago, after Sir John Moore was killed at Corunna, his elder brother, Mr. Moore, who was the chief Surgeon of the 2nd Life Guards, received from the country a pension of 1000*l.* a-year, when he resigned his public situation, and Mr. Broughton was appointed to succeed him. He accompanied the regiment to Spain, and was afterwards present with it at the battle of Waterloo.

He was a man of considerable talents and acquirements. He was a fellow of the Royal and Geological Societies, and a member of the Athenæum. As a physiologist he stood high, and was much esteemed; and in that important department of science, termed medical jurisprudence, he had laboured hard, and his lectures, writings, and experiments, are considered interesting and valuable, particularly as to what relates to poisons, and the mode of detecting their presence after death. The difficult question, too, the identity of persons after long absence, occupied much of his time and attention.

Mr. Broughton's death, so much to be deplored, arose from an accident. He slipt, more than a year before, probably on some orange peel, twisted his leg, and fell—this ruptured some of the casings of the tendons. He paid attention to it only for a few days, and, trusting

to the health, energy, and activity, which had never forsaken him for some thirty or forty years, for putting every thing to rights, he went abroad with a friend some time after the accident, and walked over part of Switzerland. But it was willed otherwise, some mischief and disease of the muscles was the consequence, and in the sequel, after a long laying-up, under Sir Astley Cooper's advice, it was determined that amputation must take place: here he displayed uncommon fortitude and strength of mind. Sir Astley, with great kindness and feeling, was beating about the bush, but unwilling to come to the point, in order to break to him his opinion as to the necessity of amputation: he stopt him short, and said, "I am ready, Sir Astley, and directly, if you think proper." This was on Monday the 9th of August, but some preparation being always necessary, Wednesday following was fixed. It is remarkable that on the day following the communication he drove on the Harrow Road, stopt at the Cemetery, and for some time looked in attentively, but spoke not a word to the servant who was with him, and then drove home. The intended operation he purposely kept a secret from his family, to spare their feelings until it was over. He was observed on this day to be remarkably cheerful, and several relations who called on him had no idea that anything particular was about to happen.

On the following day (the one for the operation) he made a short will, written with a firm hand: it begins thus,—"Should any unforeseen circumstance terminate my life, instead, as I confidently expect, of my recovery"—and at the foot of the will he desires to be buried in the Cemetery, near his brother, Colonel Broughton. The account, therefore, copied from the Medical Gazette into nearly all the papers, which represents that he had forebodings as to a fatal result of the amputation, that the complaint was a disease of the ancle joint, and that his constitution sunk under the operation, is an erroneous account.

The operation was performed with astonishing skill and celerity by Mr. Liston. The poor patient bore it with admirable fortitude, and was in bed in less than a minute and a half. All went on well for more than a week; the stump was healing fast; the bone of the removed limb was found healthy and unaffected; and everything promised a perfect restoration to health: but a sudden change took place; he continued to sink, and died.

This sad and much lamented event could not be accounted for by the medical attendants; but upon a post mortem examination the mysterious secret was unravelled—all the principal organs were found in a healthy state, but the great vein had taken up some of the pus of the wound, and propagated it to the centre of the circulation. This, which may happen to any one, but is fortunately of rare occurrence, must be fatal, for it is "one of the thousand natural shocks that flesh is heir to," which cannot be parried.

Thus fell this lamented officer, whose remains, though buried at the Cemetery, as he desired, were not closed by the grave without military honours, and the melancholy adieus of his brother officers.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

AUG., 1837.	Six's Thermometer.		At 8 P. M.			Pluviameter Inches.	Evaporator Inches.	Winds at 8 P. M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Parts.			
♂ 1	65·3	61·4	29·75	63·4	473	·020	·108	N.E. lt. br. threatening
☿ 2	64·9	61·0	29·65	63·8	500	·616	·096	S. light air, light rain
♃ 3	64·7	60·3	29·66	63·9	508	·330	·092	S.W. hvy. sqls. & showers
♀ 4	65·5	60·0	29·93	64·7	489	·465	·120	S.S.W. lt. breeze, showery
♄ 5	64·8	54·2	30·15	64·8	436	·025	·110	N.E. light airs, fine
☉ 6	65·2	54·1	30·27	63·7	452	—	·136	N.E. fresh breeze, variable
☽ 7	66·0	56·3	30·34	65·3	437	—	·110	E. by N. fr. br. cl. rising
♂ 8	65·7	54·2	30·33	65·8	421	—	·145	E.N.E. st. br. magnificent
☿ 9	65·6	50·8	30·07	61·4	457	—	·150	N.N.E. sqly. & threateng.
♃ 10	67 9	60·8	29·98	67·9	469	—	·130	E.N.E. light airs, sultry
♀ 11	68·8	61·3	29·98	68·4	462	·164	·104	S.W. fr. br. thunder
♄ 12	69·9	62·7	29·99	69·6	459	—	·110	W.S.W. lt. br. & threateng.
☉ 13	70·5	55·2	30·17	70·5	453	—	·128	W.N.W. nearly clm. mag.
☽ 14	74·0	63·5	30·24	73·0	440	—	·102	N.E. calm, & overcast
♂ 15	73·4	62·3	30·25	72·2	431	—	·125	N.N.E. fr. breeze, fine day
☿ 16	72·8	62·6	30·11	72·4	430	—	·135	N.E. by N. strong br. fine
♃ 17	72·6	66·3	30·06	71·7	490	·820	·100	E.N.E. clm. much thunder
♀ 18	72·8	64·2	30·16	70·5	491	·026	·120	W.S.W. clm. slty. overcast
♄ 19	71·3	64·0	30·00	71·0	447	—	·115	N. by E. light br. sultry
☉ 20	71·6	66·2	29·93	70·8	391	—	·105	S.S.W. squally, but fine
☽ 21	70·8	55·7	30·05	66·5	452	·009	·100	W. st. gale, & variable
♂ 22	66·8	62·0	30·12	66·0	490	·029	·135	W. by S. lt. br. threateng.
☿ 23	66·4	62·0	30·07	63·0	500	1·300	·136	N. by E. lt. wind, showery
♃ 24	64·7	58·9	30·21	64·7	451	—	·158	N.W. ny. clm. beautif. day
♀ 25	65·4	55·0	30·17	64·8	433	—	·118	S.W. lt. br, magnificent
♄ 26	65·1	54·5	29·99	60·0	507	·560	·110	N.W. fr. br, heavy rain
☉ 27	60·5	52·0	30·18	60·5	440	—	·100	N. lt. airs, beautiful day
☽ 28	60·9	51·0	29·87	59·9	451	—	·105	E.S.E. nearly clm, overcast
♂ 29	61·6	56·0	29·53	60 3	472	·403	·095	N. calm, variable
☿ 30	61·3	55 6	29·47	58·5	500	·317	·090	N.W. calm, cloudy day
♃ 31	62·6	52·8	29·47	61·5	362	—	·110	S.W. lt. airs, beautiful day

A BIOGRAPHICAL SKETCH OF CAPTAIN DAMPIER.

CONCLUSION.

Arriving before Lima, the privateers had the mortification to see the Frenchman they had lately engaged, with another vessel in company, enter the port of Callao. It being then unsafe to remain in that neighbourhood, they stood to the northward, and took a couple of prizes, laden with sundries, or what the Yankees term *notions*, and a "pretty good sum of money." Dampier dismissed both these vessels, after taking their boats and as much of the cargoes as suited his present occasions; for bullion and specie being his aim, he was unwilling to be encumbered with bale-goods. This judicious conduct, however, was a source of discontent to a crew quite new to prize-matters, and therefore rapacious, it being contrary "to their minds" to let anything go which was once captured. Funnell says, that one of the ships, of 200 tons, was laden with indigo, cochineal, &c. "Now for cochineal," says the Captain, "I never heard of any; indigo there was; but the other, and the turtle-shell, he so frequently speaks of, may be gone the same way that many rich and valuable goods have, by the management of those pyrating fellows, rather than sailors. The indigo I could not take on board; nor could I trust any of them with the sailing of such a ship, as could neither keep me company nor make a right steerage-way."

On the 28th of April, the privateers failed in a design to surprise the noted town of Santa Maria, in the Bay of Panama. After a wet and stormy night in the boats, Dampier and Stradling, with 102 armed men, entered the river, when one of the sailors imprudently firing at a canoe which approached them, created an alarm, and they were ultimately obliged to retreat, with the loss of one of their party killed and several wounded, by shot from ambushes. This appears evidently one of those untoward accidents to which all such undertakings are liable: the ci-devant Steward, however, says—the Captain "ordered" the canoe to be fired at,—to which Dampier replies—"The contrary is very plain, for when I saw some of them that had fired *without my orders*, I was very uneasy and troubled at it, knowing the consequence of it."

Near the entrance of the river was Schucadero, a small town at which Dampier landed without encountering any resistance; but fowls, maize, and potatoes, constituted the only booty obtained. They regained their ships at Point Garachina on the 6th of May, grievously disappointed, and almost at their "wits'-end" as to procuring provisions for further enterprise, their original stock of eight months being now nearly exhausted. But in this instance Fortune very unexpectedly favoured them, for at midnight of that day a ship of 550 tons, without any suspicion of an enemy being on the coast, anchored close to them, and was immediately made prize of. She proved to be deeply laden with flour, sugar, wine, brandy, salt, and about thirty tons of quince marmalade, besides many bales of linen and woollen cloths. Both the English vessels fully victualled themselves from the cargo of this most welcome windfall, in all but flesh-meat; after which she was dismissed. This act again gave umbrage to the lawyers afloat, who averred that she had not been sufficiently overhauled, under that wretchedly trite

own hand; and indeed, had it been purloined on that occasion, it would undoubtedly have been mentioned in the *vindication*. "I can't forget," he exclaims, "to tell the world, these fellows, in their common practice, Bellhash, Cleppington,* and the rest, whenever they were upon command, stript the prisoners, Indians or Spaniards; whereas, let them convict me of anything more than the most compassionate Christian usage to all ranks of men, and this I thought was the best way of performing the voyage. Therefore, to return to Mr. Cleppington, let the world judge if these rogues (whose cruelty is a mark of cowardice) were not upon the watch from time to time to disappoint and overset the voyage; for here was Bellhash the Master, Cleppington the Mate, Bath the Gunner, and about twenty men; with the never-to-be-forgotten noble Captain Thomas, which I will speak of hereafter. But in the evening comes back Bath, Bellhash, and some others, demanding their clothes: these I stopt. As soon as ever the Mate, Cleppington, was gone, then the rest of the crew made a demand to have the money and plate; and what was got, shared amongst them; which I refused to do; and when I found they were in the mutinying vein, *I produced the* QUEEN'S ORDERS."

On the 23rd of September, the St. George and the Little Dragon stood out of the Gulf of Nicoya, in quest of the Manilla ship, with a force reduced to sixty-four men and boys. Even these were in a state of disaffection, for Bellhash and the other mutineers who had been detained were degraded from their stations, and, for want of a better, one Clark, a drunken fellow, was inducted Mate. They stood to the N.W. along the shores of Guatimala, in the description of which Master Funnell is palpably more indebted to old Gage's book than to his own spirit of observation. Several small vessels were taken, and the settlement of Suvartaneo, near Acapulco, was "romaged;" on which occasion the Steward admits, that the "men would have set the village on fire, but the Captain being on shore would not suffer them."

At length, on the 6th of December, a sail was descried, which being chased proved to be the long-expected galleon. An action ensued, though it is presumed that the number of men in the Manilla ship quadrupled those of the privateer, and her guns were 18 and 24-pounders, while the "biggest" of those in the English vessel discharged only five-pound shot. Under such a disparity of force the attempt was desperate, and the result easily anticipated; the St. George was utterly unfit to lay alongside of her opponent, for, from her decayed state, the balls of the galleon drove in huge pieces of her rotten timbers, and one shot which struck her forced in two feet of plank on each side of the stem, and compelled Dampier to sheer off to save his vessel from sinking; and the galleon pursued her course without further molestation.

Oh! that the courageous Dampier—in lieu of a carious ship, and a

* Though Dampier writes the name thus, we find it spelt *Clipperton* in the account of the voyage round the world, which he afterwards performed; from which he returned in 1722, and died two days after reaching his home. During this expedition, he himself received from Shelvocke, his colleague, a sort of retaliation of the conduct he had exhibited to Dampier. Shelvocke was a Lieutenant of the Navy, and published a spirited account of his proceedings; yet Betagh, his Captain of Marines, gives out that he "kept no journal, neither would he suffer any other person in the ship t[illegible]ng with him a maxim, that there should be no pen-and-ink-wor[illegible]

crew weakened by desertion, and their exemption from wholesome discipline—had been regularly commissioned in the Navy, with a lively frigate under his foot! Anson's cruize would then have been forestalled in its popularity.

Thus ended an affair that had formed the great feature of Dampier's projects, to accomplish which with success he had so cautiously kept his ship unencumbered with captured merchandise; for he overlooked small advantages in plans of more extensive and brilliant bearing. That the cruize was judiciously planned by him, the time and place of falling in with the costly carrack sufficiently testify: but in executing the proposal the owners were more implicated in the failure than the crew of the St. George were; for had they fitted out two good stout ships instead of one and a half, and these ships sound, well armed, and well manned, with the complement at a proper pay, so that the force would not be enfeebled by mutinous dissensions on that score, there can be no reasonable doubt but that the speculators would have reaped a return of more than 2000 per cent. upon their outlay, in the capture of this very ship. Indeed, the far-famed galleon was never properly attempted from the days of Candish, in 1586, till the Centurion, a regular man-of-war, attacked the Nuestra Señora de Cabadonga, the recital of which, in Anson's narrative, forms one of the most stirring incidents in marine adventure.

We must dwell a moment on this bitter disappointment, because we regret to find that Admiral Burney has adopted Funnell's representation, that the Manilla ship, having no suspicion of an enemy being on the coast, was so unprepared for battle, that the St. George fired several broadsides into her before she could get her guns clear; which would countenance the mendacious Steward's assertion, that from not taking due advantage of the circumstance, they lost the value of 16,000,000 of pieces of eight. To this charge Dampier indignantly answers—"It is false, entirely so; for I no sooner fired on her, but she fired on me, and had her guns out before;" and most unworthy of such a command would the Spanish chief have been, had he not cleared for action on sight of so suspicious a stranger as the St. George. Funnell says, that while some of the crew were quarrelling about laying her on board, she got out a tier of guns, and then was too hard for them. But the Captain gives quite another view of the affair:—"Mr. Funnell," he says, "might hear disputes, as he calls it, among the men; *that was nothing to my command.* They might have taken her, would they have obeyed my advice, which was to ply her with my chase guns, and command her that way; for we had nothing to do alongside, and that I refer myself to all sailors in the world, whether it was right or not, considering the inequality of our numbers and bulk of ship. Before the beginning of this action, we were to windward of her, she standing to the westward, and we bearing away upon her with a flown sheet*. I then ordered my officers to keep enough to be sure to windward of her; instead of this, spight of my heart, they edged away, and were so far from having the power to command and board her, as I intended, that we lost the opportunity, and were forced to leeward the first time;

* We feel quite sure Admiral Burney would have admitted that a ship thus chased ought not to have been unprepared for fighting. Indeed, Funnell's statement is so improbable, that it is surprising the discerning Admiral adopted it.

after that I tacked, came about, and had her under my lee-bow: and then I hoped to batter her with my chace guns, she having no stern-chase to gall us; this I took to be the best way of disabling her, and this way I would have made her yield. Instead of this, to show the world how ready my officers were to board her, or perform their duty, the Master and the Mate left the braces, and betook them to the great guns; so in this confusion, neither they nor the private men (let 'em talk what they will) ever intended boarding her: for as an argument against all they can say, there was not a man to be assistant to any purpose; no yards braced, not a rope spliced or knotted in all the action. For the very man at helm contradicted my orders, edged her away to leeward once more; at which *I offered to shoot him through the head.*"

Funnell tells us, that the design being thus frustrated, the men grew discontented, and resolved to return home, the ship being ready of herself to fall in pieces, but that the Captain desired their consent to cruize six weeks longer. Dampier, however, asserts that the crew were "*frightened*, not *dissatisfied*;" and that he was then compelled by them to set his hand to a paper, that he would, after another short cruize, make the best of his way to India. This convention appears to have been ratified about the beginning of January, 1705, but was soon broken by the dissolute privateer's-men. The Steward—who had already evinced so mutinous a disposition in Clipperton's affair as, to use Dampier's expression, to have incurred the penalty of death, had it occurred in a man-of-war—gives us a varnished relation of what followed, in these terms:—"On the 6th it was concluded between Captain Dampier and thirty of our men, to continue in the South Seas; but upon what terms this agreement was made was kept secret. We who were resolved to go for India, used our endeavour to get into the Gulf of Amapalla (which was the place we designed to water at) with all the haste we could, where we anchored on the 26th of January, 1704-5; and the same day, the provisions being equally parted, according to the directions of the owner's agent, and four great guns, with some small arms, powder, shot, &c., being taken out for us, we (that is, thirty-three of us who resolved to go in the bark for India) went on shore."

Let us now hear the injured Commander's strictures upon the secret treaty, and the gentle manner in which this new sedition was conducted:

"'Tis well known I never proposed anything that was otherwise than honourable, and justifiable on our return to England. He knows their villany, and is really witty in his turning robbery and mutiny upon me; whereas I would have kept all my men, and begged for any little respite, that they would consider the blackness of the action. So that where Mr. Funnell himself was chiefly an undertaker, his fear of being taken up at home, may extort this as well as other follies that he is guilty of. For when he would colour over the matter, he says the owners' agent (Mr. Morgan, who is beholden to him) appointed and shared the provision: so among them be it. I was no sooner at anchor at Amapalla, but all hands as one man went to work in getting the barque on board, and took my guns and provision out by force.

"And the Mr. Bellhash by name, that all men may know him, and how far he is to be trusted, took me by the throat, and swore if I spoke a word, they would dash my brains out, the rest standing by conniving at the action. So that when we come to repeat that which may be spoken of

more at large, they asked for my keys of the powder-room and chests of small arms: I denied them. Mr. Morgan himself said—' As to that we have iron crows on board, they are as good keys as we desire:' and with that they broke them open.

"Out of sixty hands that remained, they left me twenty-seven men, after rifling everything. Now I refer myself to all mankind, as they made their brags they left me but one sailor; *so they left me life there.* But they would bereave me of my good name here, and stab my reputation for ever. But to make sure play still, they turned my prisoners ashore, and by this method intended to lay such a bar in my way, that, as they have reported, *I should never come home:* it is a miracle in nature how I did, considering the Spaniards had notice of me before I got upon the coast of Peru, through their releasing the prisoners. Now let all mankind judge of the miserable condition I was in, there being a man-of-war that lay ready for me. So that let them colour one villany on another, and excuse it as they will, I am satisfied the fear of meeting the Spanish men-of-war on the coast was the occasion. 'Twould be tedious to insert their impudence; but when that buffoon, Toby Thomas by name, said—' Poor Dampier, thy case is like King James's, everybody has left thee'—I must declare to the world then, and always, the Doctor* was the only officer that stood by me in all my adversities."

Meantime those who adhered to their Commander were busily occupied in refitting the St. George as well as they could. The carpenter applied tallow and charcoal to the shot-holes, not daring, as he said, to drive in a nail, for fear of making matters worse. Having by such means put himself in an apparent state of efficiency, Dampier stood again for the coast of Peru, with a courage that must command admiration; for here was a crazy tub, with a complement of twenty-eight men and boys, about to wage war upon a whole nation, without the fear before them of those spanking frigates and other vessels which, advised of their reduced force by the released prisoners, were now on the look-out for them. The situation was, indeed, cheerless; but the Commander was a man of resources, and, like Henry at Agincourt, he persuaded his crew that the fewer their number the greater the honour and profit they would derive in case of success.

Little is known of this part of Dampier's expedition. He and his small band surprised and plundered Puna, a town the inhabitants of which were well to pass; and they afterwards hovered on the coast till their coffin-ship was no longer able to keep the sea. At length they removed into a little brigantine which they had taken from the Spaniards, and left the old St. George riding at her anchor among the isles of Lobos de la Mar, where she probably soon afterwards paid an unceremonious visit to her moorings. They then sailed across the Pacific Ocean to the East Indies in their cockle-shell of a craft, and arrived at the Dutch settlements, where, (Dampier having no commission to show them,) the authorities seized his vessel and goods, and detained him a prisoner for some time in those sweltering regions.

Returning to England at the close of 1707, Dampier had nothing for his owners but a melancholy recital of misfortunes; and, to render matters still worse, he found Funnell's garbled account of proceedings already published, so that he was compelled to issue the "Vindication" immediately, which, therefore, bears evident marks of having been very

* This gentleman's name was John Ballot. He afterwards sailed as Third Mate of the Duke, "but designed Surgeon if necessary," in the expedition in which Dampier accompanied Woodes Rogers round the world.

hastily written. Even in this distress he was received as an eminent man, and his acquaintance with the Southwells, Sir Hans Sloane, and other leading members of the Royal Society—among whom, we hope, Newton and Halley were included—proved that true worth will command respect. Sir Hans, indeed, seems to have entertained a particular esteem for him, since he became possessed of some of his journals, and caused his portrait to be painted by Murray, the Lawrence of his day.

This picture, which is a very respectable work of art, is now in the Mineral Gallery of the British Museum. It offers a small half-length portrait of the Captain, and conveys a lively idea of the remarkable individual whom it represents. The face is resolute and grave, sailor-like and weather-beaten, with considerable breadth above the eyes, and the forehead shadowed by a profusion of dark auburn hair, which reaches to the shoulders. The body is well built, but spare—thus affording an illustration of what he has recorded of his own leanness. He is habited in a light-blue coat with vellum button-holes, and wears a white neckcloth of sufficient volume to startle a Beau Brummell, the fly of which is secured by the two upper buttons of the waistcoat; the attitude is easy; and in his right hand is a volume, lettered "DAMPIER'S VOYAGES," conveniently turned to the beholder.

It may be fancy from studying the character, but to us the expression which the artist has assigned to Dampier is that of a noble mind and good heart, clouded with a shade of anxiety from so long and fruitless a struggle to make his way in the world. In his career, Nature's better purpose seems to have been thwarted, for his fine oval face, well-shaped nose, and contemplative eye, are more indicative of adaptation to the intellectual efforts of high culture than to the low turmoils of adventurous buccaneering. A beautiful engraving of this portrait, from the burin of Charles Sherwin, will attest this description to many who may not be able to consult the original painting.

Several of Dampier's biographers terminate their account by saying, that a portrait of him is to be seen at the Trinity House, on Tower Hill; but Mr. Burgon, after taking more trouble in the affair than we were quite warranted in demanding, has found that no such picture is now, or has been within memory, in possession of the Brethren. In order to meet a conjecture, that perhaps the one we have described might once have decorated the Trinity House, application on the subject was made to our friend Sir Henry Ellis, whose attention on such occasions is equally known and acknowledged; and, after much search, this gentleman has found that the portrait in question was carried into the Museum with Sloane's other effects. In a letter of September, 1837, Sir Henry says—"In Sir Hans Sloane's own catalogue of his collections, among the pictures, I find '*Mr. William Dampier, by Mr. Murray*,' which I have no doubt is the portrait we possess. Thomas Murray, the painter above mentioned, according to Lord Orford's Anecdotes, was born in 1666, and died in 1724. At the Royal Society there is a picture of Dr. Halley by him. He seems to have been a favourite artist with Sir Hans, who had several portraits of members of his family, and of some of his friends, by him." To this Sir Henry adds an assurance that the picture never was at the Trinity House; an assurance which, from the authority, we deem conclusive.

Mr. Kerr admits that Dampier had the honour to kiss the Queen's hand on his return, and to give her Majesty an account of the dangers

he had undergone; yet he exaggerates the distress the Captain had fallen into; and after running his character hull-down, assures us "the merchants were so sensible of his want of conduct, that they resolved never to trust him any more with a command." This is a pretty broad assumption! Now Dampier's name stood so high in the commercial world, and was so terrible to the Spaniards, that he had hardly arrived before "the merchants" were eager to consult him; and one application was thus replied to:—"Having read Captain Le Wright's proposals for another expedition into the South Sea, I do think it proper and advantageous, and that he was entirely in the right; and I am ready to satisfy any committee of merchants how practicable and expedient it is to put it in execution."

Previous to the return of our intrepid Navigator, a company of Bristol merchants had plotted a cruize against the Spaniards, and the Duke and Duchess, privateers, were accordingly fitted out; the command of the former, a ship of 30 guns and 183 men, was given to Captain Woodes Rogers; and of the latter, which carried 26 guns and 121 men, to Captain Courtney. On such an occasion the co-operation of a man who had been three times to the South Seas, and twice round the world, was most desirable, and arrangements were made by which Dampier—whose fortunes were at a low ebb, it is true—consented to embark in the quality of pilot, and also as one of the council by which the affairs of the two ships were to be directed.

Thus engaged, he again quitted England, in August, 1708, to perform another of the long and laborious acts of his eventful life. He was now in his 56th year, and all hopes of reaping a competence in his hard profession must have subsided. But it was necessary to continue his exertions, like the men on the wreck, of whom Dryden, improving on Virgil, finely says:—

> "Some few on scatter'd planks, with fruitless care,
> Lay hold, and swim; but while they swim, despair."

His biographers have also assumed the fact of his engaging with Woodes Rogers as a pilot or master, as the climax of his degradation. But it is not safe to weigh distant cases by present impressions, for though the deed was far from being a symptom of prosperity, it was by no means so sure a token of destitution. The merchants of Bristol had already planned their expedition, and appointed their officers, when, through the Southwell *west-country* influence, and that of Mr. Robert Henley,* Dampier was prevailed upon to join them: but it was then not at all uncommon for officers to serve on the retrograde scale, in

* Among the Southwell Papers, there is a letter from this gentleman, with the following curious passage:—"In the morning, betimes, notice was brought me of Captain Price's arrival, and of a great misfortune that befel him. Coming up to London Bridge, at high-water, about one o'clock in the night, his boate run against one of the arches, and turning, the other end against another of the arches, and presently overset, from which accident, three of his men and two passengers, who came over with him, was drowned; and he was himself taken up, at the third rising, for dead. Ten thousand pounds worth of gold was cast upon the arches, which was all saved, and I heare that the Captain is like to do well. One told me, that was with Mr. Burchett, one of the Secretaries of the Admiralty, that he said hereupon, it was pity the Captain was saved, for he was a blockhead, and good for nothing." This must have happened about the beginning of 1700, on the return of the Centurion from the Mediterranean.

hopes of the chances which might replace them in their former stations. Naval Captains, who could not obtain ships, frequently served as Lieutenants; and Captain Christopher King, after having commanded a man-of-war, was even appointed gunner of the St. George, by warrant dated 20th of March, 1700.

It has been allowed by all competent judges, that no expedition of this nature was ever before so excellently adjusted or so well provided in all respects, as the present; a circumstance attributable as well to the liberality of the owners, as the sagacity of the contrivers. The selection of officers proved to be very fortunate, and the whole were, no doubt, not a little indebted to the experience of Dampier, the meanness of whose former outfit, and its consequent disastrous result, would act as a beacon, and necessarily lead to a better arrangement. Accordingly, excellent articles of instruction were digested, the prize matters were regulated upon an equitable principle, and, above all, liberal monthly wages were allotted to the crew, instead of the dishonest and disorganizing compact of "no prey no pay." The deficient weight of metal in the armament, however, is a material drawback to the praise which we should otherwise render.

Two accounts of this voyage, and both of them highly interesting, although indifferently drawn up, have received the public approbation—the one written by Woodes Rogers himself, the other by Edward Cook, second Captain of the Duchess. Another journal is supposed to have been kept by Dover—"a Doctor of Physic and Captain of Marines"—in the Duke, a man who afterwards made a noise in the world by recommending the use of crude mercury, and the medicine called Dover's powders; and one from our hero's pen may some day be turned up in the "gurgite vasto" of the public paper-offices. The published relations agree pretty well with each other, though several circumstances require further illustration to satisfy an exact mind; and we think the name of the distinguished pilot appears less frequently in the narrative of Rogers than, from the eminent nautical abilities of the man who bore it, it ought to have done. As it is found to all the resolutions and proceedings of the council, and as he was constantly applied to in cases of difficulty, and his knowledge and practice taken as guides, greater justice to his services is due. The principal movements of the two ships were ordered in consequence of his representations: he led them to the sack of Guayaquil, and the encounter with the galleon; at Bouton, where he had been in the Cygnet, he was charged with carrying the present to the Sultan; and from respect to his judgment and integrity, he was chosen umpire in the very delicate affair of deciding what was plunder for immediate division, and in allotting the respective shares.

Touching at Juan Fernandez they found Alexander Selkirk,* who had been left there by the Cinque Ports galley four years and four months before. When first this remarkable sailor was abandoned, lonely and desolate, he sat night after night, and day after day, watching for relief; sometimes with a glimmering of hope, but more fre-

* Captain Edward Cook says, "his right name was *Selcrag*." Now we are assured that his family were called Selkirk in the registers of their native place. Very lately the chest and musket which he had with him on the island were in the possession of his grandnephew, John Selkirk, weaver in Largo. They ought to be lodged in the United Service Museum.

quently giving himself up to despair, and never satisfying the cravings of nature till compelled by extreme hunger: indeed this "Monarch of all he surveyed" often felt his heart yearn within him, and melting under such a deprivation of human society, he might have experienced the truth of Thompson's—

> ——— "Yet believe me, Arcas,
> Such is the rooted love we bear mankind,
> All ruffians as they were, I never heard
> A sound so dismal as their parting oars."

But man is the creature of habit, and Selkirk, after seven or eight months, became accustomed to the solitude, and shook off his melancholy. He built himself two huts of pimento trees, thatched with grass, and covered with goat skins. These were stored with all the wealth he possessed, viz., his clothes, bedding, musket, powder and ball, a kettle, several books, among which was the BIBLE, and his nautical instruments. In his larger hut he lived and slept; frequently employing himself in reading and prayer, and occasionally giving vent to the fulness of his heart in singing psalms. The smaller hut was reserved for cooking, and other purposes. Among his amusements, to wile away the dreary hours, was cutting his name on the trees, with the date of his landing, and the duration of his exile; looking forward to the time when it might possibly meet the eye of a countryman, perhaps, after his remains had mouldered into dust. From what we have already said of this island, it will be seen that he would be in no want of the necessaries of life, and in addition to what food his Moskito predecessor had subsisted upon, the turnips which Dampier had sowed now spread over several acres of ground. As for clothes, he made himself a coat and cap of goat-skins, sewed with little thongs of the same, "looking more wild," says Rogers, "than the first owners of them." He was in the outset much annoyed by cats and rats, which had from time to time run away from the ships that touched at the island, and became very numerous. The rats gnawed his feet and clothes, while he was sleeping; but the cats became domesticated, and soon delivered him from the more destructive vermin. He also tamed some young kids, and taught them a number of tricks for his diversion, frequently singing and dancing with them and his cats; but he declared that nothing gave him so much uneasiness as the thoughts, that when he died, his body would be devoured by those very cats whom he had with so much care tamed and fed.

These, with other circumstantial particulars, published by Sir Richard Steele, are known to have formed the basis of De Foe's celebrated "Serious Romance," a work which has delighted the old, the young, and the middle-aged of all civilized nations. Even Sam Johnson descended from his lofty stilts to enjoy it:—"Was there ever," demanded he of Mrs. Thrale, "was there ever yet anything written by mere man that was wished longer by its readers, excepting Don Quixote, Robinson Crusoe, and the Pilgrim's Progress?" After De Foe's death, a charge was made against his memory, of his having defrauded Selkirk of his papers; but as the Solitary had no means of recording his transactions on the island, his papers could only have been after-compilations, if he had any. Dampier's description of the Moskito Indian, the printed voyage before us, and the 26th number of the *Englishman*, re quite sufficient to warm such an imagination as De Foe's; and he,

or any other man, had a right to expand such incidents into a tale. The unbounded popularity of Crusoe may have given umbrage to Selkirk, but could have been of no detriment whatever to his interest, since Rogers, Cook, and Steele, had already and severally given to the public all the particulars which he had to communicate. Poor De Foe! Another impudent attempt was made to rob him of the merit of this work, by one W. W., a correspondent of "Mr. Urban," who, in a letter in the *Gentleman's Magazine*, dated 25th July, 1788, claimed the authorship for the Earl of Oxford, as if any one could ever mistake Daniel's truly English style.* But, dear reader,

"With this silly nonsense of W. W.
'Tis not our intention to trouble you, trouble you."

The snarlers at our Navigator have here found another mote in his eye, into which they have thrust their probes. It is recorded by Cook, that when Selkirk was discovered—"it was with some difficulty he was persuaded to go on board, on account of a certain officer that he heard was there." The person against whom this dislike was manifested, was, by the snarlers aforesaid, immediately conjectured to be Dampier, and his violent temper rated accordingly. Now it happened that there were several officers and men embarked, who had served on the former voyage, among whom were Ballot, Welby, and Hatley, which last, by superstitiously shooting an albatross in a subsequent voyage, gave rise to Coleridge's singularly beautiful "Rime of the Ancient Mariner." Moreover these carpers ought to have remembered that Dampier and Selkirk had not even been shipmates, the one sailing in the St. George, and the other in the Cinque Ports; thus leaving it clear that the object of aversion must have belonged to the galley. But there is direct evidence that the insinuation is as baseless as it is base, for it was on the warm recommendation of our hero, that Selkirk was promoted to an official appointment in the Duke. These are the words of Captain Woodes Rogers:—"His name was Alexander Selkirk, a Scotchman, who had been master of the Cinque Ports, galley, a ship which came here with Captain Dampier, *who told me that this was the best man in her;* so I immediately agreed with him to be mate on board our ship."

Several prizes were captured in the waters of Peru; and at Guayaquil, where Dampier commanded the artillery and reserve, they obtained plunder to the value of 21,000*l.*, and 27,000 dollars as a ransom for the town. They afterwards stood for California, with a view to the great register ship, where they had the good fortune to fall in with the "Neutra Señora del Encarnaçion," a Manilla-man of 20 guns, 20 swivels, and 129 men, richly laden with merchandise, and 12,000*l.* in gold and silver; and after a brisk action, in which Captain Rogers was lacerated in the mouth, she surrendered. She was commanded by a brother-in-law of M. du Casse, the celebrated Governor of Hispaniola, from whom they learned that the Manilla galleon was actually in the vicinity, and made their arrangements accordingly, by stationing a look-out on the hills of Puerto Seguro, into which they carried their prize.

On the Christmas-day [illegible] signal announced the approach of the *El Dorado* [illegible] privateers flew to the

* About th[illegible] attempted to palm Cowper's beautiful od[illegible] imposition by that sailor during his [illegible] made the medium of the gross cheat.

attack with promptness and decision. For two days they hung upon their huge opponent like bull-dogs at a buffalo; but, after repeated engagements, in which Rogers was again struck, were beaten off with a loss of thirty-eight men in killed and wounded, while the fire from the English vessels was observed to make but little impression on the solid upperworks of the stout stranger, though they stuck five hundred round shot therein. Here again the fault was in the equipment; for as the largest of the privateers' guns were only six-pounders, the affair was hopeless; whence the council, on hauling off, were obliged to declare their force unfit to engage the galleon, and it was unanimously "resolved to desist from any further attempt upon the enemy, since our battering her signified little, and we had not sufficient strength to carry her by boarding." Such was the unlucky issue of the encounter; and thus our Navigator again had the mortification of seeing the rich guerdon of his toils dashed from him.

From exact intelligence obtained afterwards, it proved that the enemy was the *Bigonia*, a "brave and lofty new ship," of 900 tons; she was pierced for 60 guns, and had 40 mounted, with as many pateraroes, all brass; and her complement was 450 men. She was the better provided for the resolute defence she made from having heard, at Manilla, that two privateers had been fitted out at Bristol for an expedition to the South Sea, and of which the dreaded Dampier was pilot.

The English now turned their thoughts homeward, after a cruise which, though foiled in its grand object, was successful on the whole. Having made all the requisite arrangements, they quitted Porto Seguro with their prize, and keeping the usual track of the galleons, they reached Guahan on the 10th of March, 1710, where, hoisting Spanish colours, they procured provisions and refreshments in abundance; which was the more grateful as they had latterly run very short, especially in flesh-meat. Having amply supplied their wants, and made equitable returns for what they had received, the ships made sail to the westward, visited Bouton, Batavia, and the Cape of Good Hope; at which last place they waited for the benefit of convoy. At length, returning to Europe by the "north about" passage, they anchored in the Texel in July, 1711, where they tarried till the owners were assured of there being no danger from any claim which could be made by the monopolists of India, when they crossed the Channel, and arrived triumphantly in the Thames on the 14th of October, to the infinite satisfaction of all concerned.

We learn that the money, silks, spices, and other merchandise brought home by the privateers and their prize, amounted to the gross value of 170,000*l.* Now, as half of this sum belonged to the owners, whose outlay did not exceed 14,500*l.*, they had a clear profit of upwards of 466*l.* per centum, besides the value of the three ships and their stores. From an incidental source we regret to learn that this prize-money was not duly sifted by the robed sharks, for division, till the year 1719; so that unless he disposed of his share to a speculator, our veteran sailor derived no advantage from his tardy piece of good fortune. Privateering, however, was certainly not a substantially profitable pursuit; for none of those whom we have named in the narrative seem to have been able to "feather their nests." Even Woodes Rogers, the most successful South Sea ranger of his day, was by no means comfortably off in circumstances; since, in overhauling some of the miscellaneous papers in the British Museum, we found—4459 Plut. cxi. c. p. 195—a petition

from that able officer to George II., praying to be restored to the governorship of the Bahama islands, where he had suppressed piracy, having then nothing more than half-pay as a *Captain of Foot* to subsist upon. This document is dated February 29th, 1728; and it is seconded by a strong recommendation to Sir Robert Walpole, signed by Lord Montagu and twenty-eight gentlemen of distinction, among whom are Sir Hans Sloane and Sir Edward Southwell—most likely a consequence of Dampier's introducing Rogers to them on his return to England. The prayer, thus powerfully backed by subscribers to merits "most on their own knowledge, and the rest from credible informations," was successful, and Rogers left England in the following year for the Bahamas, where he died a widower in July, 1732.

The voyage of the Duke and Duchess, it may fairly be presumed, was the last in which our illustrious Navigator ever engaged; for forty-two long years spent in a laborious and almost unremitting exercise of his profession, exposed to unwholesome climates and numerous hardships, added to disappointment that his endeavours were not attended with better success, must have made deep inroads on his constitution. Immersed in the tide of general society, nothing is now known of the manner in which he passed his time, though we are happy, in producing the fact of his leaving property, to confute the notion entertained by his biographers that he pined in neglect, poverty, and even indigence. He died in the parish of St. Stephen, Coleman-street, London, in the month of March, 1715, new style, in the 68rd year of his age.

We state this on the authority of a memorandum made by one of his friends at the back of his will, which unquestionable document is to be seen at Doctor's Commons. The will itself bears date the 29th of November, 1714, with a shaky signature in his well-known autograph, the produce of a trembling hand, and a seal bearing a lion rampant under a file of four lambeaux. The wording is to this effect, for it must be observed that a *copy* is not allowed to be taken:—"I, Captain William Dampier, of London, mariner, being diseased and weak of body, but of sound and perfect mind (praised be God therefore), considering that whereas nothing is more certain than man's death, yet that nothing is more uncertain than the time of man's dissolution, do make this my last will and testament," &c. He then leaves all his goods and household stuffs to his dear cousin Grace Mercer, of London, spinster. Then, supposing all his remaining property—be it in the hands of Captain Newton, of Eagle Court, Strand, or be it in the hands of Thomas Jones, of London—divided into ten parts. One tenth he leaves to his brother George Dampier, of Porton, near Breadport, Dorset, Gent.—and the remaining nine-tenths to his cousin Grace Mercer, whom he appoints executrix; from which disposition of his property, it is seen that he had become a widower.

Thus, after all that so many writers have written upon the dark uncertainty of his fate, our sea veteran is proved to have yielded his last breath in the land of his fathers, a consummation so devoutly desired by the great and good of all ages:—

"Sedibus in patriis det mihi posse mori."

We have already testified our respect for the publications of Dampier, than whom no writer of voyages ever made use of more perspicuous or more succin[illegible] The information he affords flows as from a mind whic[illegible] [illegible]asterv of its subject, and is desirous

to communicate it. He delights and instructs by the truth and discernment with which he narrates the incidents of a peculiar life; and describes the attractive and important realities of nature with a fidelity and sagacity that anticipate the deductions of philosophy. Hence he was the first who discovered and treated of the geological structure of sea-coasts; and though the local magnetic attraction in ships had fallen under the notice of seamen, he was among the first to lead the way to its investigation, since the facts that "stumbled" him at the Cape of Good Hope, respecting the variations of the compass, excited the mind of Flinders, his ardent admirer, to study the anomaly. His sterling sense enabled him to give the character without the strict forms of science to his faithful delineations and physical suggestions; and inductive inquirers have rarely been so much indebted to any adventurer whose pursuits were so entirely remote from their subjects of speculation. Hence a distinguished naturalist has declared, that Dampier's "observations on natural history, though not properly scientific, are so clear and particular, that they have been much quoted as authority, by writers on the subject, and have been mostly confirmed by later voyages."

We are happy in stating, that we are not at all singular in our estimation of Dampier; for while a multitude have remained blind to his merits, there is a very choice phalanx in his favour, the honourable testimonials of whom will remain to his credit when the vague calumnies of envy are for ever forgotten.

By the French, the Dutch, and even the Spaniards, he has been described as a man distinguished above his fellows, and as one to whose professional eminence his own country has scarcely done justice. In foreign works, the epithets of exact, skilful, admirable, incomparable, are found attached to his name; the morose Malte Brun terms him the "learned;" Humboldt expressly says that the illustrious *savans*, Condamine, Juan, and Ulloa, added little to his observations; and the author of the "Navigation aux Terres Australes," emphatically demands—"*Mais où trouve t'on des Navigateurs comparables à Dampier?*"

Our own seamen and geographers have also tendered the tribute of their admiration. By Pinkerton, who is rather a niggardly praiser in general, he is extolled as "the Cook of a former age." Byron, Cook, Broughton, Flinders, and others of our choicest naval worthies, evinced the strongest respect for his testimony; and those excellent officers, Philip Carteret and Erasmus Gower, have declared to friends of our own, that they have referred to Dampier, while on his ground, with greater confidence than to any other navigator. Both Howe and Nelson recommended his volumes to their youngsters, and Lord Exmouth assured us that he had read them over *several* times. Our friend Captain Philip Parker King is always earnest in his commendation of Dampier, and in his recent survey of the Coasts of Australia has rendered justice to his name in the most liberal and gratifying manner.

To this decisive evidence in favour of the merits of Dampier, we have great pleasure of adding that of the judicious Admiral Burney, one of the shipmates of Cook. "It is not easy," he says, "to name another voyager or traveller who has given more useful information to the world; to whom the merchant and mariner are so much indebted; or who has communicated his information in a more unembarrassed and intelligible a manner. And this he has done in a style perfectly unassuming, equally free from affectation, and from the most distant

appearance of invention." To this warm effusion, the worthy Admiral adds—"Swift approved the plainness and simplicity of his style, as is evident by Captain Lemuel Gulliver hailing him cousin." Now, we are free to confess, as they say in Parliament, that we do not see this through the same medium with the Admiral, since the sarcastic Dean intentionally conveys an ill-natured and unfounded insinuation; an act not at all foreign to his practice. The passage with which Gulliver opens his letter to Sympson runs thus :—"I hope you will be ready to own publicly, whenever you shall be called to it, that, by your great and frequent urgency, you prevailed on me to publish a very loose and incorrect account of my travels, with direction to hire some young gentleman of either University to put them in order, and correct the style, *as my cousin Dampier did*, by my advice, in his book called a 'Voyage Round the World.'" Now, with all due respect to the manes of those "young gentlemen," the style of Dampier, though easy to read, is hard to write, and is very unlike what would probably have resulted from submitting to the scholastic trammels of pedantry. All doubt can at once be removed by direct reference to the original journals, where, though passages may be found proving that the Captain cared no more about breaking Priscian's head than he would a Spaniard's, the simplicity, force, occasional quaintness, and general structure of his writings, stamp the palpable identity of his manuscript and printed productions. So much for Swift.

After what we have shown, it must be conceded that Dampier was no common man, especially when the time, circumstances, and situation under the influence of which his life was passed are taken into consideration: we therefore trust, that in attempting to rescue his name from the obloquy heaped upon it by inconsiderate or prejudiced writers, we have succeeded in placing him in his proper niche among the seaworthies of Britain. We have spoken of his character as connected with his professional career, and shall now conclude with its moral summary. On a strict, and we hope impartial, investigation, it appears that his mind was acute, sagacious, and comprehensive; and none of the misadventures that we have related can be traced to his want of ability or conduct. Though cast by Fortune upon a course of life which he never attempted to justify or palliate, and amidst the vicissitudes and temptations to which it exposed him, he never imbibed the virus of such vicious companionship. Embarking with those marauders rather from a desire of acquiring knowledge, than the usual motives which influenced his shipmates, the constant and powerful operation of this desire, preserved his mind untainted. Hence, even among the lawless, his attitude was vigorous and commanding; and whenever his companions were in extreme danger, his skill and experience, which were always available, secured him their respect and obedience. If we except the capital error of falling into that course, full approbation must be rendered to his justice, moderation, liberality, temperance, piety, and humanity. A life of incessant action among various gangs of reckless comrades made no inroad upon his excellent understanding; and he was one of those whose exertions have raised the character of British seamen to that high rank above their competitors, as to afford so proud an accentuation to what Virgil unwittingly dropped—

"Penitus toto divisos orbe Britannos."

ANCIENT AND MODERN WARFARE.

The question has sometimes been considered, whether the full and uninterrupted line of battle, such as is at present in use, ought to be preferred to the line with intervals. The latter was the Roman method of drawing out an army for action; and some whose admiration for the ancients is so great that they consider them to have been superior to us in almost every respect, and more particularly in what relates to warfare, have held up this plan as preferable to the modern system. Others again have looked upon it as liable to every objection, and have asserted it probable that the Romans themselves became aware of this, and at last adopted the uninterrupted line of battle. Count Algarotti, though he considers that the line with intervals possessed some advantages, was of this latter opinion. He even considers it probable that Julius Cæsar made the conquest of Gaul, and performed some of his greatest actions with the line without intervals: at the same time he admits that he had no other reason for coming to this conclusion, except that in Cæsar's Commentaries there is no mention made of the *hastati*, the *principes*, and the *triarii*, which composed the chequered order of battle that was certainly used in the time of Scipio.

We cannot quite agree in this inference respecting Cæsar, because we consider that an historian, who is generally so minute in his details as he is, would have made some mention regarding so great a change in the tactics of his time, had it taken place. Moreover, upon consideration, we think it will be found that the line with intervals was as well, if not better, adapted than the uninterrupted line to the Roman system of warfare.

It is hardly necessary to state that the great objection to intervals in the line of battle is, that they leave openings, through which the enemy, as soon as you come into close action, may pass, and, wheeling to right and left, attack you in flank and rear.

This objection, as regards modern tactics, is insuperable. At the present time armies are drawn up in two lines, each of which is seldom, if ever, more than three deep, and generally at the least three hundred yards apart. To leave intervals in the first of these lines, therefore, would be madness, because the second, being so far to the rear of it, could not possibly advance time enough to check the enemy when attempting to pass through its intervals and take it in flank.

But the same objection does not hold in regard to the Roman method of drawing up their troops. The Romans drew up their armies in three lines, each being twelve, nine, or six deep at the least, and distant from each other little more than two hundred feet. That this was the distance between each of the lines may be inferred from the fact, of which Vegetius informs us, that their missile weapons carried about five hundred feet, and that the *triarii*, or third line, were no otherwise protected from the discharge of them but by placing one knee on the ground and covering themselves with their bucklers. Now the *maniples*, which formed the second line, were posted opposite to the intervals of the first, and, having only two hundred feet to advance, were enabled almost instantly to close up and form one entire line, or charge the

enemy if necessary. But even supposing that the enemy so far gained their object as to penetrate through the intervals of the first line, they would almost to a certainty fall into their own snare, and be surrounded by the *maniples* of the second.

One principal reason for having the lines at the present day only three deep, is for the purpose of extending them as much as possible, so as to prevent their being outflanked, and also because they of course suffer less from the enemy's fire than would be the case if they were more solid; and as to the second line taking up its position at such a distance from the first, it is advantageous by leaving sufficient space to march one or more battalions between the lines, in case it should be necessary to send them to the support of either wing of the army; and, moreover, the second line being so far to the rear, is in a great measure beyond the reach of fire.

These considerations, however, so important in modern warfare, could have had no weight whatever with the Romans. An army at the present time, if drawn up in three lines, twelve, nine, or six deep, and only two hundred feet apart, would be subject to overwhelming slaughter. But the Romans were under no dread of artillery spreading destruction amongst their deep ranks, while their defensive armour enabled them to make light of the darts and arrows of the enemy. Their *maniples* also, not being so numerous as our battalions, and occupying but a small front in consequence of having so many in file, did not require so large an interval to enable them to march between the lines to any point where their support was required. Neither had the Romans the same inducement that at present exists to extend their line of battle, for being in the habit of going into action at a short distance only from their camp, which was always well guarded, they were not apprehensive of being outflanked by the enemy, who, in making such an attempt, would have run the danger of being taken in flank himself by the forces left for the protection of the camp. Moreover, they frequently took the precaution of digging a trench from the camp to each flank of the army.

On the whole we cannot avoid thinking that, however unsuited to the present age, the Roman method of drawing up their troops was better adapted than any other to their own system and means of warfare; and in furtherance of this conclusion, we ought to bear in mind that though missile weapons were in use, the Romans altogether decided their engagements by charging and coming to close action, and therefore the compact bodies which composed the line with intervals, gave it a manifest advantage over the full but less solid line, from their greater facility in breaking through and separating the ranks of the enemy. It is probable also that the Roman discipline possessed but little variety in its details; indeed, as far as we can judge, it would appear that the Roman soldiery endeavoured as much as possible to preserve the order in which they were first placed, but that they had little idea of adopting any manœuvres during the heat of action.

This may also serve to account for the Roman army having been drawn up with intervals, as by that means space was left for the advance into action of the troops of either line, without the others having had to change their position: an order of battle that was simple in the extreme.

Various alterations have necessarily occurred in the science of war, as well as in the constitution of an army, since the time of the Romans;

but, notwithstanding the many changes that have taken place in the latter respect, there is little doubt that if Cæsar could inspect modern troops, he would soon recognise the velites, the equites, the principes hastati and primarii of old in the present light infantry, cavalry, grenadiers, battalion, and reserve.

The introduction of artillery has, undoubtedly, been not only in itself the greatest alteration, but the cause also of most of the changes that have been adopted in the mode of conducting warfare. There is no question but that, however necessary it may have become, it is a great incumbrance to the movements of an army, and has been the reason at times of the failure of enterprises the success of which mainly depended on expedition.

A writer of some observations on the military art of the Romans, says:—" The armies of the ancients, and particularly of the Romans, were better fitted for expedition than modern troops, not only on account of their smaller numbers, but likewise of their being free from the incumbrance of artillery."

This certainly is true in many respects; but, at the same time, if we examine the details of Cæsar's campaigns, and of those of recent date, we shall perceive that the celerity of the movements of the troops engaged in the late war, equalled, if it did not surpass, anything we find recounted of the Romans. Let us take, for example, the instance that the author we have just alluded to brings forward, and which he mentions as a proof of the superior celerity of the Roman soldiers over the modern.

He says:—" While Cæsar besieged Gergovia, he was informed that the Ædui had revolted, which was the more alarming as this people had signalized themselves by their adherence and fidelity to the Romans, and Cæsar in his turn had distinguished them with particular marks of favour. He saw that either to abandon the siege, or to neglect this revolt, would equally endanger a general defection of the Gauls. Leaving two legions, therefore, to defend the camp and amuse the besieged, he marched with four legions about midnight, and came up with the army of the Ædui at the distance of twenty-five miles from his camp, to which he returned before sun-rising the second morning after he had left it. This happened some time near the autumnal equinox, as appears from a passage where Cæsar mentions his crossing the Allur. This march, therefore, of fifty miles was performed in less than thirty hours, for he was occupied some time with the enemy, and allowed his men three hours' rest before they began to return."

As Cæsar, when he undertook this expedition, did not anticipate being absent for any length of time from his camp, and as the utmost rapidity on the march was evidently an object with him, there can be no question but that his troops on the occasion were encumbered with no article whatever not absolutely necessary: in short, they must have been, in the strictest sense of the word, in light marching order. Every instant was precious, as he could not know what might occur at the camp during his absence; and, therefore, we may justly infer, that from the time he set out until he returned he did not delay one second longer than could by possibility be avoided.

Here, then, in this march of fifty miles performed in thirty hours, including the period taken up by rest—as to fighting, there seems to

have been nothing deserving of the name, as the Ædui made little or no resistance—we have what may fairly be considered as the maximum of celerity of which the Roman soldiers were capable. To march fifty miles in thirty hours is certainly rapid moving; but it does not furnish sufficient grounds to assert that "the ancients engaged in enterprises which a modern army, clogged with artillery, could not undertake." Because artillery is in use, it does not follow that it and the main body of the army are inseparable: on the contrary, there have been many instances in which troops have pushed on, when requisite, and left their artillery in the rear; and as to the expedition of Cæsar's that we have just recited, we will venture to say that there is not a regiment in the British Army that would not perform the same exploit, not merely in light, but in heavy marching order.

At the same time, if we examine the nature of the dress and equipments of the Roman soldiery, as compared with the dress and equipments of modern troops, we must at once perceive that the former possessed every advantage over the latter in having been better adapted for those expeditions where particular celerity in the march was required. The loose attire of the Romans was certainly more suited for rapid movements than the closely-buttoned-up costume of the present period, but more especially in summer weather, and hot climates; nor ought we to lose sight of this, for the fact is that modern troops are as much burthened even in light marching order as were the Roman soldiers in their ordinary equipments. The latter must, therefore, have possessed a decided advantage when, on commencing a two or three days' expedition, they were relieved from every incumbrance not absolutely necessary.

However, whether or not the ancients surpassed the moderns in rapid marches, there can be no question but that Cæsar made his own soldiers greatly superior in this respect to those of any other Roman commander. He knew the value of time; and to the celerity of his movements he was indebted for many of his most signal successes. By expedition he came upon Pompey unawares, and obliged him and his party to abandon Rome in confusion. When he escaped from Dyrrachium he saved his army by the rapidity of his march, the enemy not being able to come up with him; and on another occasion, by the quickness of his movements, he so completely took Petreius and Afranius by surprise in the mountains of Catalonia, that, without striking a blow, they were forced to lay down their arms, which terminated a campaign that certainly furnishes abundant proof of Cæsar's superior conduct as a general.

In one respect—that of a willingness to undergo fatigue and hardship—the Roman soldiers appear to have been unsurpassed. Cæsar always seems anxious to do them justice on that account, and it is not the least pleasing trait that we find throughout his Commentaries. In recounting the battle of Pharsalia, he tells us "that the enemy having fled, he proposed to his army to force their camp, and though his men were exhausted with fatigue and heat, it being mid-day, yet they readily complied with the order." When the enemy's camp was forced, it discovered evident marks of effeminacy and luxury—"and yet," says Cæsar, "they reproached with these vices my army, which, with unrelenting patience, and in want of the common necessaries of life, had not declined to suffer the greatest hardships."

Believing, as we do, that Cæsar in his details does no more than justice to his troops, still we much question if the Romans ever actually underwent hardships and fatigue equal to what our own soldiers endured in the late war in the Peninsula. A climate differing from their own, either as regards the extremes of heat or cold, is perhaps one of the most trying circumstances to which an army can be subject. From this misfortune, however, the Roman troops were almost always exempt. Spain and Gaul, the great theatre of their exploits, were no warmer than Italy, and their dress, as we have already remarked, was infinitely better adapted for sultry climates than the present military costume. In this respect, therefore, the British soldiers had more hardships to endure, as their fatigues were undergone beneath a scorching summer's sun, in a land many degrees hotter than their own country. In short, we may be well assured, that Cæsar, in his Commentaries, did not diminish the numerous difficulties, including hardships and otherwise, with which his army had to contend; and yet notwithstanding, if we compare the accounts of his campaigns with the details of the operations of the late war in the Peninsula, we shall find that the British soldier has no reason to shrink from a comparison with the Roman.

It would be absurd to question in any way the fortitude and courage of the ancients: beyond a doubt they possessed these qualities just as much as any people now existing; but at the same time it is not going too far to say that the Romans had not even a conception of danger equal to that which the modern soldier has to encounter. What were their missile weapons against which their bucklers were almost a certain protection, as compared with artillery mowing down whole ranks, and carrying in its discharge inevitable destruction?—and their hand-to-hand fighting, in which their shields much more than their persons got the worst of it, was it anything in comparison with the cold steel and charge of the bayonet? In their sieges also, in the very act of storming, the buckler was not forgotten, for even on such occasions it served as a tolerable safeguard. Where, then, was the danger that at present exists?—where the breach almost impracticable to mount, and the gallant and devoted little band volunteering to lead the attack that conducts no less to glory than certain death?

When Cæsar penned his Commentaries, it is not improbable but that he supposed that he was handing down to posterity an account of military actions which for magnitude and importance would never be surpassed, or even equalled. We can, therefore, imagine what would be his surprise could he raise his head from the tomb and witness a modern campaign, when, in place of his five or six legions, he would see armies composed of four times the number; and, instead of being cooped up in a camp, he would behold their lines from one extremity to the other, extending for leagues. Neither would his amazement be lessened on perceiving the present modes of actual encounter, or on witnessing, in the room of one of his own sieges, such an affair as that of Badajoz or St. Sebastian.

However, though we cannot but lightly estimate the Roman battles as compared with present engagements, still there is no doubt but that, in their own peculiar way, they called for the display of genius, courage, and activity. At the same time, before we can agree in opinion with those who consider the Romans to have been infinitely superior to the

moderns in all that relates to warfare, we must first be shown that they gained their victories, not over ignorant hordes, but over nations as brave and as skilful as themselves—the very reverse of which appears to have been the fact throughout the whole of Cæsar's Commentaries. It is hardly probable that war will be conducted, at any future period, on a grander or more extended scale than it has been during the last half century; at the same time there is nothing more natural than to suppose that the means of human destruction are still but in their infancy: the time will no doubt yet arrive when the musket and cannon at present in use will be esteemed no more as implements of warfare than we ourselves now esteem the missile weapons of ancient days. What changes may then take place in the constitution of armies it is impossible to foresee; but we may conclude that as the advance of science and general knowledge increases the facilities of warfare, the same causes will also operate to render it an affair of less frequent and less necessary occurrence.

There is one absurdity in modern warfare, which, however, is not in such general vogue at present as it once was, and from which the Romans were totally free—a circumstance that tended not a little to the success of their commanders: we allude to the custom of Commanders-in-Chief being obliged to report to and receive instructions from a council of war before they dare venture to undertake or follow up any decisive movement. It does not require much consideration to enable us to perceive that war, in the detail of its operations, if not even in the formation of its plans, is more likely to succeed under single men than under numerous councils. The latter, from their very quality of deliberation, which would necessarily call forth various opinions that would require to be met and conciliated, are unsuited for the direction of a state of affairs in which it is possible that every succeeding day might demand some alteration in the position of the army, the success of which would altogether depend on the immediate promptitude with which it was carried into execution. But if councils for the direction of the operations of war are injurious under any circumstances, how much much more so must they be when, as is generally the case, they are removed hundreds of miles from the scene of action, and therefore presenting such delay in holding communication with them, that before their opinion can be known the fortunate moment for striking a decisive blow has most probably passed not to be recalled. What first caused the formation of these councils we are at a loss at the instant to discover; however, it is not unlikely but that they were originally intended not so much to aid the General in Chief, as to serve as a check upon his power and motions. Victorious commanders sometimes became fully as formidable to their own governments as to the enemies of their country, and hence, we imagine, that it was in order to guard against occurrences of such a nature that these councils of war were instituted.

But we cannot find that the Romans had any deliberative and directing body of the same description. Cæsar makes no mention of anything of the kind, and, beyond a doubt, if any such had existed, he would have said something of them in his Commentaries. On the contrary, the Roman Government, though far from being the best adapted to preserve domestic peace and tranquillity, was an admirable

nursery for statesmen and warriors. It was calculated in its nature to produce and encourage the highest display of genius, whether in a military or in a civil capacity. Its Governors and Generals were sent to their respective commands, under little responsibility, and still less control. In the superintendence of their armies and provinces they enjoyed the condition of monarchs, but they set no other value on this power, but as furnishing them with the opportunity of performing actions which entitled them to triumphs, and contributed to their importance at Rome. It was only in the capital that they were really ambitious of displaying their consequence and honours, and in order to be enabled to accomplish that object, they were alike faithful and inflexible in discharging the duties of their governments abroad. Indeed, we see some of the Romans under very peculiar circumstances, and at times, when such conduct was least to be expected, upholding the interests of the State. Thus we find Sylla, after having been—not only deprived of his command, but even condemned and outlawed by a decree of the opposite party at Rome, still maintaining the dignity of the empire, and to the utmost studying its interests in the conditions that he prescribed to Mithridates.

Under what we may not inappropriately term the Turenne and Marlborough system, when the movements of a campaign were infinitely slower and more protracted than they now are, councils of war, for the purpose of directing and controlling the General in Chief, may have been found to answer; but they are so little suited to the spirit of modern warfare, that even the tardy Austrians have at times felt their inconvenience. With regard to the very great changes that have taken place within the last half century in the mode of warfare, Napoleon has commonly got the credit of being the first commander who ventured to despise what might be called the formalities of the old system; but in this, as well as in other instances, Buonaparte has been awarded a palm to which he has no just claim. It is said that the Austrian General who was opposed to Napoleon in the celebrated campaign of Italy, remarked, "that he did not know what to make of the French commander, for that he conducted war in a manner quite unprecedented." Notwithstanding this, however, Suvaroff was the first General who ventured to leave the enemy's fortresses in his rear, and who introduced that activity in the operations of the campaign that mainly distinguishes the present system of war from that which prevailed some sixty years back. Suvaroff was, also, no advocate for councils of war, nor did he desire to have his movements regulated by their trammels. When he undertook to co-operate with the Austrians, the Aulic council, wishing to have him under the like restraint with their own Generals, sent him some instructions. He returned their dispatches unread, and merely writing on the outside—"Full powers to the Commander-in-Chief, reporting only to the Emperor in person; these are my orders." In allusion to the same subject, he once asked an old General, "Why Hannibal did not march on Rome immediately after the battle of Cannæ?" To which the other replied, that "he supposed the Carthaginians, like themselves, had a council of war, and that Hannibal was waiting for instructions." On hearing this, Suvaroff, who loved a joke nearly as well as a battle, held out his arms and embraced the Austrian.

WRECK OF THE ST. EDELFONSO ON THE COAST OF CHINA.

In our last Spanish war (the early part of it, 1807), I was a youngster on board one of our small but favourite frigates, cruizing off the Island of Luconia (Manilla) in search of galleons, or, indeed, anything else we could pick up.

It was a fine morning, and hot as an oven, when, as we lay becalmed in the narrow strait between Mindora and the Main, the boats were sent after a queer-looking lump of a brig, whose sails were bleached white as snow, becalmed also close in-shore. To get away in a boat on such occasions was thought by all us lads quite a God-send. The move was no sooner felt in our berths, sweating at every pore over our bohea, than there was a general scramble for jackets and hats, and for the quarter-deck to volunteer. But the whole concern was so dreadfully peaceable, that the Mate and Mid of the forenoon watch had it all to themselves, *ex officio;* while we got hold of our glasses, and commenced a very edifying speculation on the chances of a prize—and, if so, of her worth in dollars. No gambling at Crockford's or the Stock Exchange can exceed in energy the gambling of our offers to each other. "So much for your chance!" "Done and done's a bargain." I kept off from all my offers, they were so miserably small: a boy of the first-class rating would have given me sixpence for every hundred pounds of the Captain's share!—not worth while. But little did I imagine, as we eyed this lumbering craft, that she was to turn out the most miserable prize to me it is well possible to conceive: and yet, in our wisdoms, we were, one and all, extravagantly elated, on the boats' returning, to find that she was under Spanish colours and supercargo, though manned and navigated by Chinese!—the only awkward part of the question.

A gentle breeze springing up, we neared this Chinese-Spanish brig. More boats were sent to bring on board her Captain and crew, it being resolved, on examining her papers, to put a prize-master on board, and send her to Macao, which answered as a port of adjudication. So far the concern was of a very common occurrence.

Happy the Midshipman chosen for this pleasant duty; so happy, that he is never nice as to the state of the vessel he goes on board to take charge of; the most superficial glance suffices. In this case it was thought proper to send two of us—an oldster and a youngster. By the most fortunate mischance, the First-Lieutenant did me the honour to select me as the assistant to Mr. Henry L. R., the most thorough seaman among the Mates, and a very worthy, excellent young man; one of those sturdy characters, the true mixture of prudence, with the requisite dash of enterprise; indeed, but for his knowledge and his firmness, the history of these our mishaps might have been comprised in a very few lines—that we floundered and foundered on the very spot where our frigate left us.

And here I would say one word to all Captains, and their elbow-counsellors their First-Luffs—just to step on board vessels detained themselves, and look round as to their state, their hulls, their rigging, and their holds. These th[illegible]d not be quite taken on trust, nor

left to the instant discretion of the officer given in charge; who, even if he is aware of any defect, will hardly venture to start difficulties at such a moment.

I am not quite sure that there was a single Spaniard on board. I just got a glance at the unhappy faces of the Chinese as they were transferred to our frigate's decks, to be landed afterwards somewhere on the coast as near Manilla as convenient.

I have said that the sails of our brig were white as snow; on our getting on board we found them thin and almost as transparent as gauze, into the bargain. The deck was in the most admired confusion —added to all sorts of arrangements suiting calm seas among these groups of the Celebes Islands—that is, piled up with casks, lumber, hurricane houses, &c. &c. The name of our new command we found to be the St. Edelfonso. The saint, however, had turned pagan: in the cabin we found a *jos house*, or temple, with various votive offerings, immense quantities of *jos* papers, half gilt, with mysterious symbols and writings embossed thereon—and many of those aromatic sticks burning before *jos* (a sort of vestal fire), perpetuated with great care. There was something not a little melancholy in all this, if we had had time to reflect on it; not that on such occasions there is ever a very sensitive conscience; but we were fully taken up with making sail for the south-west end of the passage, so as to shape our course across the China Sea. The frigate stood to the north-east, and in an hour or two was out of sight.

And now it was that Mr. Henry and myself had leisure to look about us, and recollect certain facts which became every moment more plain. In a word, the brig was not sea-worthy, nor in a condition even to cross the China Seas. This we soon found on hauling her to the wind; the backstays either snapped short, or drew the bolts out of her side. The top-gallant sails (she had no royals) flew into ribands with the stiff breeze of the south-west monsoon, which, as we approached the entrance to the passage we were in, we began to feel: indeed, there was not a rope nor a thing but in the worst condition. We began now to find that our frigate had left us in a devil of a hurry! and Henry as well as myself thought our first Lieutenant might as well have asked a question or two.

We had six hands sent with us from the waist and afterguard—one a Malay or Manilla man; where we picked him up I forget; short-handed, we were not nice; some *country ship*, I dare say.

We now, for the first time, found what her cargo consisted of—*birds' nests*, bees' wax, and mother o' pearl shells, by way of ballast. All this was very valuable. We afterwards heard she was worth 50,000*l.*, though only of 150 or 160 tons burden. To complete the description of this ill-fated brig, we found her bottom so foul (covered with barnacles) that she could not sail; her wake on a wind in smooth water invariably a little abaft the weather-beam! added to this she leaked, we could perceive, even in smooth water, and the pump we found choaked and good for nothing.

All this comfortable beginning would have been nothing to us if we could only have got her out of these ever-to-be-remembered straits! It was but a short run of a few hours to the windward-opening we were trying for, but out she would not go. It seemed hardly credible to ourselves, after a whole week, with every possible effort, and sleepless nights

and many contrivances, we found ourselves exactly on the same spot where our frigate left us. This began to be no joke.

There were other inconveniences that in the course of this our first vexatious week (late into the first watch by moonlight, the sails flapping to the mast, and seated on the break of the half-deck in sombre mood) Henry and I cogitated on—namely, the appearance of certain long, villanous-looking row-boats frequently crossing us, sometimes laying on their oars or paddles as if watching us, at others pulling quite round us, as we lay becalmed, which was often the case—particularly when, despairing of ever being able to beat out at one end, we bore up to run through the passage to leeward, which we several times attempted in vain. By degrees these boats began to appear more regularly, and increase in size and numbers. Our only defence against these savages (the Spanish row-boats were little better, while the natives, set on by them, would have shown us no sort of mercy)—all the means we had to repel an attack were four small brass guns, two or three muskets, ships' cutlasses, and three or four rattan shields. We were not badly armed, to be sure; but eight of us against such odds, had they attacked us, made it appear hopeless, particularly as she was not very high out of the water, and nothing to prevent their boarding us easily, without even a tolerable bulwark to shelter us, or conceal our weakness in numbers. The chances were certainly a hundred to one against our escape; and every middle watch, as we waked anxiously through them, seemed but as the prelude to some sad disaster of this kind—compared with which, the open sea, or gales of wind, our chance of sinking, and all other chances, weighed on our spirits as nothing.

"Hope springs eternal in the human breast!"

And so it was with us. When the deceitful calms left us helpless in the leeward channel, unable to advance or recede, terrific gusts, thunder, lightning, and rain, were to us most welcome,—to run back once more for the south-west end, farther from Manilla and these nests of wasps. Here again we met the monsoon, and persevered might and main in attempting to claw off—as, could we have weathered the point of Mindora, often in sight, this very adverse monsoon was a fair wind for us. Thus were we doomed to be tantalized, and suspended between hope and fear, life and death, a whole month!

In the second week those row-boats, containing at least fifty men each, often came so close at night that we expected every instant their pulling alongside. Night after night had we the matches in our hands, our swords against the mast, and shields. Henry and I took two as a capital defence, should we have to fight hand to hand—and that we should to the last, as we were sure to be made to "walk the plank," if taken; so that we had Hobson's choice. Of this alternative our men were as fully aware, so that we were in no fear of their not doing their best. No, it was not to be; but how we escaped often puzzled us to account for. It is most probable, from our tacking about so often, and our repeated running to leeward in attempting both ends, that at last we were taken for a cruiser—added to their not coming out, or near us during the day, and at night not being able to make out our force or our numbers.

It is an old truism that the terrors of death lie in the anticipation. To have it kept up for a few hours is pretty well, but a seeming endless month of it ' minds indescribably; added to the daily

labour and anxiety—our nights' watch and watch were wholly sleepless. In the midst of this misery it was some consolation to find that we had a pretty good stock of food on board—jars of *ghee* (liquid butter) and rice, and water enough, with husbanding, to hold out another month. It was well it so turned out, for we brought a very scanty supply of biscuit and salt beef with us (imagining we should be across to Macao in about ten days).

I have mentioned our being not far from the port of Manilla—not above two hundred miles. In this distance, however, consisted the great danger I speak of, in being taken by the coast-boats; for as to the Spaniard's, or of the enemy's port itself, there were moments when we should have thought it a heaven to have got to it—independent of the necessity there might have been for our giving ourselves up to avoid starvation—if we could have got there! Often, as Mr. Henry and myself sat side by side on one of the water-casks, watching the motions of those long, sneaking row-boats, so full of men that they looked exactly like inverted centipedes, with their legs (the men) in motion, our talk was fashioned something like this—the land looming under the foresail about three miles off shore:—

Mate.—"I say, Jack, look at that other fellow pulling up astern—you see he has run alongside the one that shot athwart our bows—they're having a parley—no good to us—d——n you, if you do try it, I'll make some of your black mugs fly—(Here Henry would look along the edge of a very heavy sharp sword of his, christened *Sweet-lips*)—Ay, sheer off—better not try it—blow up that match again—if they'll be off, I think I'll turn in a bit."

Mid.—"Do. They seem on the move off. Last night there were three more. It's well they take us for a cruiser—so we are! a precious cruise we have of it."

Mate.—"This can't last for ever. I shall go mad if it holds much longer. If that infernal squall had held on but an hour longer, we'd have got clear—no luck! luck!—the devil's in this beast of a craft."—

The Look-out, forward.—"There's another boat, Sir, on the starboard bow."

Mate.—"Ah! d—n 'em, it's all one—just step forward, Jack; see if you can make out which way she's coming."

Mid.—"She must have crossed—out of sight already!"

Mate.—"Let the men lay down at their quarters. So will I. This would kill a horse!" (Lies down, and puts the shield over him to keep the dew off.) "Only keep one look-out ahead, and keep your eye on those two. Did you say the biscuit was out? We must go upon rice."

Mid.—"The last to-day. Surely some fatality hangs over us, that there is no getting away from this dismal spot! Do you know the foretopmast is a little sprung under the cross-trees? One reef in will bring the yard below. Let's have a good overhaul in the hold to-morrow; perhaps there's more rice stowed forward." (Mate asleep: no answer).

Thus we waked and slumbered broken through the nights. At length fortune so far favoured us as to allow us to get clear of this spell-bound channel; and in a furious squall, that overpowered the monsoon for the time, and split all our sails, we ran out, overjoyed at exchanging one species of trouble for another; for we were hardly clear of this horrid passage before a heavy gale caught us on the lee-shore of Luconia, and as nearly threw us on it as possible. In this fresh ex-

tremity we clewed the sails up, and anchored with but faint hopes of the anchor's holding; which, however, it did, after dragging till our stern frequently bumped on the beach. For another night our forebodings were dismal enough. Still, though a terrific surf broke under the very counter, we felt it a relief from the more repulsive danger we had happily got clear of. Here, at least, our arms and legs would be free to strike out, if she knocked herself to pieces: and as for our reception on shore, we had some hopes that we should but be marched prisoners to Manilla. I forget whether the gale did not last two nights and a day, keeping us in this state, instead of one. At length it ceased, and we got the anchor up, and made sail with all the pleasure and congratulation to each other so natural after the pleasant prospect in such close propinquity of this inhospitable beach.

I do think to most other young men the trial would have been too strong for their nerves, seeing the condition we were in when we did get clear of the coast, and stood for the Ladrone islands with a flowing sheet,—namely, with provisions, such as they were, on a very short allowance but for another week, and the brig leaking very fast, owing to her thumping on this shore so heavily. The pump was of no use, and the well was choked up by the cargo, the lower part being of oyster shells. The prospect was gloomy enough; but Henry's spirit and determination rose with our difficulties. We had escaped positive horrors: what *might* happen was possible; at most but probable. So we set to work, shifted part of the cargo and ballast, and got to the water (which had come up a good way, by-the-by, to meet us!), and making shift with whatever would hold even a quart (there was but one bucket), we baled away for dear life, spelling each other at the hatchway. In this way, at intervals of every other hour, we kept her clear, and made tolerable good way towards China; that is, with a stiff fair breeze, about five knots, with every sail set that we could make hold together.

We had been three days in this way at sea, the weather thick and squally, and followed by a chopping swell, that made the brig labour half under water, when we discovered a sail astern of us—compared with our sluggish pace she seemed to fly—coming up with us hand over hand. This was a chance not to be lost, as she luckily passed close to us. We hoisted a signal of distress, when she hove-to, and sent a boat on board. She turned out the American ship Beavor, a beautiful vessel. What a contrast between two floating things! Though, indeed, our craft was with difficulty kept afloat, we were hard at work baling the leak, if anything, increasing. We begged hard for a tow-rope, if but for two days. To this Jonathan objected; but seeing the state we were in, very kindly urged us to quit her, and offered us a passage to Canton!

It was a desperate temptation; and at one moment I thought it would be impossible to prevent our men in insisting on it; but Henry was not of the stuff to yield. He at once refused, putting the best face on things, and telling the men that two or three days more would bring us on the coast of China (extremely doubtful!). I, of course, as in duty bound, entirely agreed with him, while we both ridiculed the idea of abandoning our vessel.

The American's boat was hard to keep alongside, from the sea running. There was no time t[illegible] the mate, him, and I, stood at the hatchway. He was [illegible] side when Henry, as a last

effort, begged him to take him on board, that he might speak to the Captain one moment; and if he could do no better, at least get a bag of biscuit and a piece or two of beef, in our forlorn hope. The boat soon returned: the mate had told the Captain we were certainly in a sinking state, and he had entreated Henry afresh to take us all out, calling it madness to remain in her. Finding, however, that the prize-master was determined, he very good-naturedly sent us in the boat a ham, a bag of biscuits, and a keg of water, with two or three pieces of pork.

The American mate, who once more came on board with Henry, on jumping for the last time into his boat, once more pressed us to save ourselves. Once more we heartily thanked him, Henry observing that we were not so badly off as he imagined, and that it would be only a delay of a day or two to us in making the land. The boat shoved off; we watched her hoisting up with intense anxiety. The spirits we had collected for the trial fairly gave way as the ship filled her main-topsail, and shot ahead of us like an arrow. In two hours she was hull down, and long before sunset entirely out of sight.

I know not what were Henry's thoughts. We were both silent. As for myself, I confess I was gloomy enough; not that I imagined we must necessarily sink, because I knew we were so far keeping the leak under, though with incessant hard work, at which we both took our spell with the men; but I could not help thinking what chances there were of its blowing harder, and of the leak's becoming too much for us!

Our men behaved admirably. I do not recollect a murmur among them, though at the very moment their task, baling at the hatchway, was very severe. No wonder, from what the American could see of us, that he gave us up for lost, as he made sail away.

Our fate, however, was of another complexion. On the fourth day after, to our great delight, we made the coast of China; but from the thickness of the weather during the run across, we were not very sure of our whereabout; our reckoning made it near the Ladrone islands, those groups which form the entrance into the bay or gulf of Canton. As we neared the shore on a beautiful day, we found ourselves in the midst of numberless Chinese fishing-boats. We thought all our troubles at an end; and nothing easier than to get one of them as pilot. In this we were mistaken; not one of them came near us in spite of our signals, and calling to them. At last we fired our gun several times; but this only seemed to send them farther off. By a good observation on this day, at noon, we found ourselves about a hundred miles to the northward of Macao. Of this we were now certain; so, putting the helm up, we coasted along shore to the south-west. Before sunset, from the mast-head, we could see land to the west of us; and thence found we had run into a deep bay. Winds now light and variable; so that we made little or no way, and were nearer to the shore than was quite desirable. However this gave us not the least concern. I turned in for the first time since our leaving the frigate, with a light heart, and was soon perfectly happy in a sound sleep.

On relieving Henry, however, at midnight, the weather I found changed much for the worse. The sails were reefed, and we were pitching against a south wind, in the vain attempt to gain a better offing. Clouds, too, had gathered: it was squally, with every appearance of approaching bad weather. This was late in September, towards the

breaking up of the monsoon, when those gales called *typhoons* might be looked for. In fact, we were in for it: before daylight it blew tremendously, and rained in torrents. We were but too well aware we were embayed and on a lee-shore, half round the compass. Clawing off was out of the question. We went bodily to leeward, and the lead soon told us how near we were drifting to the beach, though the weather was so thick that nothing could be seen beyond the jib-boom. We attempted to furl the topsails, but they were blown to ribands. Indeed nothing was left whole but a kind of main storm-staysail, which still held on, and kept her a little steadier. In this new extremity Henry decided on anchoring. Our only little anchor had behaved so well in our first trial, that we had some hopes it would bring her up. This we reserved, however, till she drove into four or five fathoms, but without getting even a glimpse of the land, or ascertaining what sort of beach we were near.

Once more our only hope held us during a very dismal day and night: it blew a hurricane, raining in torrents. Once, and once only, the scud broke away for a few moments, and the rain held up just long enough to show us the shore, a precipitous mountain, close over our masthead! And yet, such is the force of comparison—such had been our lives for more than a month past—that even this state of things had lost great part of its terrors to us. We certainly fervently prayed for the little anchor to hold on! It behaved nobly to us, and held till daylight the next day, when in a heavy surge the cable parted, and we waited in silence, looking at each other, for the moment of her striking, which we were now no longer in doubt about.

The wind, as in these eastern hurricanes it is wont, frequently shifted: it now blew along-shore (at this spot it turned out). We once more got our staysail set, with some vague idea of running off; but the sea broke on all sides of us in gigantic surfs, and when we could see through the rain, land was discovered in the distance, nearly all round us!—in a word, it turned out that we were driven into the Bay of Hai-nan. Finding this, we made strenuous efforts to anchor once more with a shod wooden anchor, and coir cable. It seemed heavy enough, but on throwing it over, though we had tried to make sure by lashing one of our brass guns to it—yet it seemed to float, gun and all; at any rate it never held an instant, and we were forced to cut it away, with the last desperate resolve to beach her somewhere, as high and dry as possible. All this time the seas were making complete breaches over us, washing everything before them, fore and aft; it was no longer possible to bale, and she became partly water-logged.

Henry had gone forward to select, if possible, the best spot, keeping two of our men at the wheel; while I clung to the weather shrouds of the main-mast, to look out too, and keep clear of the seas that pooped us. In a little while, running before the wind and sea in this way, we forged in between two small islands, where a most tremendous surf was running: here I thought we must stick and be beaten to pieces. The brig struck her nose once, and once her heel, which knocked off the rudder; but such was the force of the surf and wind that she was dashed right over this reef and into [illegible] smooth water within, under a high rocky mountain, formi[illegible] Here there was nothing to be done but let her run on [illegible] her bow between two rocks, half cab[illegible]

We were now hard and fast, and no mistake; and, shall I confess it, I felt it a great comfort and relief! Had we stuck fast on the reef we must have perished, here there seemed some chance of our getting on shore, though not so easy as at first promised; for the sea beat violently on the rocks, though not enough to knock the brig to pieces, yet too much for us to swim against. Boat we had none, having lost it (stove in) at Luconia.

It is an odd sensation, the feel of the shock of striking! For a few minutes not one of us stirred, as if all had ended now that our vessel had knocked a hole in her bottom on the rocks! The hold was soon filled, (what it wanted of it,) and as she sunk by the stern in a raking position, we had to walk up-hill forward. I, for my own part, felt a vague sorrow for the poor old thing, after struggling, as she had done, and brought us safe so far! Like the dead, her bad qualities were forgotten for ever, and all her virtues magnified. The immediate apprehension of death passed, we recollected what a valuable cargo was here destroyed—lost! So, too, did we begin to turn our attention to our own individual comforts. Of us all Henry of course was most absorbed by the loss of the vessel. His personal safety, or the care of his things, were totally lost sight of in his grief and vexation at this sad close to all our hopes. However, of all men I have ever served with he was the most laconic; few words did he utter, and now his attention was turned to how we were to get on shore.

I have before said how well our men behaved; we never had a murmur—never a command disputed. This was, no doubt, in a great measure owing to there being no liquor of any sort on board. The rain held up in an hour or two afterwards, and under the high hill where we were, there was a comparative calm. We soon observed the natives running in crowds towards us from all parts—round the beach, across the fields, and over the hill; so that before it was dark the side of the eminence under which we lay was literally covered with human beings. We had heard much of the dense population of China, here we had ocular demonstration of it, in a secluded part of the coast like this; nor could we see any towns or villages, hidden at the time by the undulation of the land: for it proved that we were wrecked in a bay formed by a neck of land jutting and sweeping inwards from a peninsula within the great Bay of Hai-nan, and in the Province of Hu-chou-fou.

From the rapid motion among the people, their gestures, and calling to us, which we could hear plain enough, they seemed very anxious for us to land; and this we were desirous enough to do; but on examining the matter over the bows, the difficulty of how to get there began to give us some concern. There was but one way; to get a line on shore, and by it fasten a hawser to the rocks, by which we might have some chance of resisting the violent surges on the rocks under and ahead of the bowsprit. Several of the men volunteered this service of no little danger. I am sorry I do not recollect the man's name who first went over, with a small rope fastened under his arms—a good cheerful little fellow—once we had to haul him on board again, exhausted and much bruised against the rock, though an excellent swimmer; however, he persevered, and when rested, tried again. At last he got firm hold, and was instantly seized by the foremost of the Chinese, who seemed very anxious to help in some way or other; not that they attempted to launch

a boat or do anything to save us; indeed I think there was not a single boat to be seen any where round the clear part of the beach; this being an out-of-the-way part of the coast. Crowds, however, helped to haul a hawser on shore from the bows, and make it fast. On this it was decided that Henry and half the men should go first, while I and the rest were to remain for the moment.

I watched Henry and the men, one after another getting on shore over the bows clinging to the hawser, with no little concern. Often they were long under water, and knocked about fearfully in the surge: at length they all got on shore safe; and now my attention was turned to the manner of their reception, for I was not without fears for their safety, all the foremost part of the crowd being no doubt troublesome customers, intent on nothing but plundering us the moment they could get on board. To this we had made up our minds, since, had it been on our own shores, a wrecked vessel is looked on as common property; in such a place as this it was not quite clear that our persons were safe. However, I augured well from seeing certain among the crowd exercise great authority, as well as whips, which they laid on without mercy to clear a way for the new arrivals. We had lashed up a few of our valuables, clothes, a few dollars, &c., in a couple of chests, together with a sail and a spar or two, which I was to send on shore by a hauling line along the hawser, so that Henry, if allowed, might knock up a sort of tent. This was accomplished before dark, and the two chests deposited under it, well soaked of course, and well broken. By the time we had got these things on shore the storm had a good deal abated, and many of the more hardy and impatient of our Chinese friends had swam off to us and annoyed us not a little, crowding the deck and seizing every thing they could lay their hands on, very civilly and lovingly all the while crying out,—"Ay, ay!—ay, ay! chin, chin, chin, cho lo! chin, chin, fokey?" "O, dear me—dear me! how do you do! how are you, friend?"

One fellow quickly unhung a good-sized brass bell, which hung forward. Over this prize there was a great crowd, and great squabbling. Another great bone of contention among them was a fat pig, which amidst all our troubles had gone on thriving: we had made quite a pet of the poor thing. In the midst of this our distress I could have cried to see these animals chacing her round the deck, seizing ears, legs, and tail, and tearing her from one another. I tried to release her, as well as the bell, by signs and frowns—a hopeless task! To make short work of it, in a scuffle between a dozen of these thieves, two of them got her to the side, and throwing her right overboard, jumped over after her, and actually swam on shore, one at each ear! In spite of my concern and vexation, there was something most laughable in the figure this group cut, together with the expression in the faces of the rivals for the pig, who, however, soon turned to other things. The bell changed masters twenty times in their eagerness to possess it, and yet not to miss the rich fund of treasures they found in the birds'-nest chests below, and sharks' fins and bees'-wax! All this time we waited for the signal from Henry to join him on shore.

At this moment a thought struck me, for the first time, that the Jos papers, and Chinese writings, and images in the cabin, might make us suspected as pirat[illegible] who had killed the Chinese owners, and taken their vessel! Inde[illegible] quite Chinese besides. Seeing several of

them consulting over some of these papers filled me with a new apprehension that swallowed up all others, together with the formidable crowd on the beach, and reaching half-way up the mountain abreast of us. It was now too late to repair this oversight, however, by destroying them. Casting a last despairing look at our poor plundered brig, we, hand over hand along the hawser, gained the rocks, and were almost pulled to pieces by the crowd, snatching at whatever we had in our hands, our handkerchiefs, &c., in spite of the authorities, who nevertheless seemed very busy, keeping as much order as possible. When we got to the poor tent, a few yards up, we sat drenched, bruised, and forlorn enough, looking at each other, as much as to say, "What next?" Henry, at the moment, by means of a bit of old chart, was trying by signs to explain to a sort of mandarin who we were and where we were going, frequently bawling out "Macao," and "English," and "Canton," interlarded with the favourite words "chin-chin," and "fokey," or friend; but everything was confusion worse confused, with the noise of the voices of ten thousand people, all talking and calling out to each other; while the most adventurous and greedy were swimming to and fro, and we could see the deck crowded, the work of unloading the wreck going on with a most dexterous celerity; in a few hours there was not a thing left on board but the oyster-shells; nor would they have left us the chests we now sat shivering on (various strenuous attempts being made to pull them from under us) but for the mandarins, who now set a sort of guard over us, armed, and armed also with whips, with which they belaboured the foremost encroachers without mercy, which whacking they seemed to take with most exemplary patience. To understand this intense greediness, it must be observed that in the very thick population of China everything is of the greatest value—the very wood of the brig was a rich mine of wealth to them while it lasted. The mother-of-pearl, I have no doubt, afterwards found its way to Canton; and, with diving and indefatigable labour, I suppose not a rib or truck of the once St. Edelfonso remained to attest such a craft was wrecked on that spot, although for near three weeks after part of her hull was yet visible.

We passed one night—a very miserable, uncomfortable one—in our wet clothes under the tent. The next morning an order arrived for us to be marched round the beach, to where we could see a sort of square formed of soldiers, in the midst of which appeared several head mandarins. Finding we were to leave the little we had saved behind, we made up our minds to see no more of it, so leave was given the men to pile on as many clothes as they could of most value, while Henry and I, taking out our best things, put them on wet as they were, pocketing the few dollars we had; and well it was we did so; for hardly had we moved on between our guards when we saw the mob break in—the tent sail and all, disappeared in a twinkling, the chests broken up, and every thing left scrambled for and torn in pieces in the wildest contention. In half an hour's march, surrounded by swarms of people, we arrived at the military stand, and as I fully thought, to have our heads cut off. Everything now assumed an air of the greatest solemnity: Henry carried his chart in his left hand, and his heavy sharp cimeter in his right, round which he had wrapped a handkerchief to conceal the shining blade, having lost the scabbard. I had a dirk on—the only arms we had saved—indeed arms of any kind were here of no sort of use.

We were now formally led within the square of troops, armed with matchlocks and swords, and, I think, cross-bows and arrows. The head mandarin, a little old withered thing, began a long harangue. Henry held up his bit of chart, and repeated his "Fokey," his "chin-chin," and several "Macaos" and "English," at all which the little old mandarin shook his head and stroked down his half-dozen white hairs of beard, which hung down to his girdle; then there was a seeming consultation with an enormously fat mandarin and several others; then a long pause. All this time I was in an agony, so fully persuaded was I that we were about to have our heads cut off without any further ceremony—very far from these good people's contemplations, who were probably only consulting what was best to be done with us. In a short time we were given in charge to a stout handsome mandarin; and, under a guard who led the way, we were conducted to the village, which we soon came in sight of across the isthmus, about two miles distant, situated on the bank of a river, or rather a lagoon, in which were lying great numbers of fishing-boats. Our pilfering friends stuck very close to us in the rear; that is, the advance-guard of an immense mob at our heels, laughing and shouting: one fellow attempted to snatch a handkerchief out of my hand, another got clear off with the remaining kit of one of the men; and a third, making a snatch at the sabre Henry held by his side, cut his fingers nearly off through the handkerchief scabbard. This created a great hubbub, and revenged us a little for their annoyance—it kept the rest at a respectful distance.

On our arrival at the village we were ushered into a small house, in which sat a squinting old man and his better half, likewise pretty old and ugly. Passing by them into several courts and inclosures, we came to a small garden in the Chinese style, with vases filled with flowering shrubs and gold and silver fish, small artificial rocks, shells, &c.; and here we found, in a small *corps de logis*, or building of a single room, we had reached our abode. No furniture of any sort; the floor, however, was boarded, and we needed no luxuries. Something to eat, however, began to be a desideratum, and our kind keeper or mandarin soon sent us a little fat pork, plenty of rice and sweet potatoes, and, by way of wine, some *samshu* (a fiery kind of whisky). On this we regaled ourselves all together: keeping apart from our men was no longer practicable; nor, uncertain as was our fate as yet, was it desirable; still there was a kind of subordination kept up—our men treating us with respect, but we were well aware on how slender a tie!

For several days we were confined to this inner court and our room, with an occasional "chin-chin" to our keepers in the outer house towards the street, the old man and woman, with whom we soon grew familiar; the mandarin who seemed to have charge of us, now and then calling on us.

This sort of life soon began to be intolerable: first of all, the mosquitoes swarmed to such a degree in our house, that it was difficult to obtain even a broken slumber; at last we partly smoked them out. In the next place this uncertainty and listless activity was killing to us—I know not whether we would not have preferred the typhoon and a second wreck to it. Meantime Henry wrote to Macao, and, by means of a handsome promise, and some dollars in hand, induced a fisherman to take the letter, addressed to the commanding officer in the Typa (if any), or one of the factors to tell them of our situation. There was

not much reliance to be placed on the man's going so far along the coast; however, in this we were agreeably mistaken.

Meantime we obtained leave to go out of our *quasi* prison into the village, and, by degrees, about a mile out of the town, to bathe on the sea-shore. Whenever we went out we were sure to have a crowd of children at our heels, bawling "Ayah, ayah! Fanqui, fanqui!"—the latter word meaning *red devils of the west.* This sort of annoyance seldom went farther than shouting at the top of their lungs; few or none of the grown-up people did more than stare at us from their doors—a remarkable decorum, when we consider that we were the first Europeans ever seen, perhaps ever heard of, by many of them. Lounging in our court-yard, watching our gold and silver fish, or making signs with the old man and woman, or witnessing their quarrels (which were frequent and funny enough), going to walk and bathe for an hour on the beach, passed away seventeen or eighteen days; when, to our great joy, the Harrier, sloop-of-war, anchored in the offing, and, sending a boat on shore for us, we soon found ourselves comfortably on board, sailing immediately for Macao, where we arrived the next day, and joined our own frigate in the Typa, where she had long since arrived from her cruise, and wondering what had become of their valuable prize brig, not finding her snug at anchor before them, as they had calculated. There is never any sympathy or commiseration on such occasions: we were received with sullen looks and short answers—natural enough, on our appearance all well and hearty without our valuable prize, which had served as a solace by anticipation for some heavy disappointments, in the prize-way, after they left us. That we had lost all our clothes and little property, and had had such narrow escapes with our lives, we ourselves almost considered as a matter of reproach. By degrees the bitter disappointment blew over; and we, for our parts, were but too happy to hear nothing more of the unhappy St. Edelfonso and her valuable cargo.

I have often since regretted that my youth and giddiness prevented my observing the Chinese thus in their domestic relations with some attention: there is but one thing that still clings to my memory connected with the old couple I have alluded to in the village, their squabbles and their makings up—their both comforting themselves with drams of *samshu*, and the old boy, who was a wag in his way, sitting at his street door with his long pipe, whenever he could quit other occupations, or was undisturbed by the clack of his better half—all this would have been exactly the case in any town on our own shores among the same class of people. On the other hand, I can recollect the easy, gentlemanlike carriage, if I may so say, of the stout fair mandarin, who had a sort of charge of us: this was the magistrate of the town no doubt—one of the gentry of the country, and subordinate to the bell-hatted and red horse-haired, yellow-buttoned mandarins of the military we had seen at first, and whom we never saw afterwards.

A most absurd attempt on our parts was afterwards made to induce the Chinese Government to refund the value of this wrecked and plundered brig: of course it came to nothing. As well might the Emperor of China send to St. James's for the value of any one of his junks wrecked anywhere on the coast of Devon or Cornwall!

THE BARRACK DEPARTMENT.

"Thus ended the knight; thus began his meek wife:
'It must, and it shall be, a barrack, my life.
I'm grown a mere mopus: no company comes
But a rabble of tenants, and rusty dull rums.
* * * *
* * * *
But if you give us a barrack, my dear,
The Captain, I'm sure, will always come here.'"

SWIFT.

ALTHOUGH foreigners in general complain of the difficulties they encounter in the pronunciation of our "gutteral, sputterall" language, they cannot but allow that these are compensated for in a great measure by the simplicity of construction and idiom. They find the conjugations easy, and effected for the greatest part by the use of auxiliary verbs (better auxiliaries than some I wot of). They are free from the embarrassments attending the genders of nouns, which in French and Italian are considerable stumbling-blocks in conversation; and the wrong use of masculine or feminine in the article often *bothers* the sense of the noun itself. We allow sex only to the creatures that possess it; debarring things inanimate from that accompaniment, with the exception of two natural and one artificial object. We allow the sun to be masculine, and the moon feminine, generally in a poetical sense; but even in common parlance it is usual to say, "There are spots on *his* disc," or "*She* has not risen." The only thing else we allow to possess sex is a ship. Although it is somewhat anomalous to say, "*She* is a fine man-of-war," still, as an exception to the general rule, it is a splendid one. If we allow the most beautiful natural object to be a fine woman, we cannot refuse the same meed of praise to a ship as the finest artificial one in the world. To see a ship-of-war under sail, one must at once confess the truth of the poet's lines:—

"She walks the waters like a thing of life,
And seems to dare the elements to strife."

Taking it, or her, in the more humble capacity of an abode for sailors, I taxed my imagination if I could by analogy make a similar impersonation of the soldiers' lodgings, but the attempt was vain. It would never do to speak of a female as one often obliged to be repaired, and that was in the constant habit of bringing actions for damages against her most intimate friends, not to say anything of her being painted occasionally.

Neither would it be beseeming to speak of a lady as having lived under several *masters* with indifferent success, and being at last obliged to throw herself on the protection of the Board of Ordnance. To be sure, the word from which it has its origin is of the feminine gender, and, like all others appertaining to the art military, comes from the French; but that would hardly be reason sufficient. Indeed, we have swerved from the meaning of the word from which it is derived: *barraque* signifies properly the huts erected in a bivouac, the more permanent quarters of soldiers being called *cagerne*. However, the word, such as

it is, is well known, being of as frequent use in the army as "dollars" in North America. Even in civil life it is familiar enough, and the purposes to which it is applied well known. I have heard it remarked, that although there is very little beauty in these buildings to admire, yet the ground in front of them is generally the chosen place of exercise for nursery-maids, probably to give their young charges a taste for a military life; and their mistresses sometimes follow their example, when the merry notes of the band furnish a reason.

Although a word of such general usage, it has not ventured much into poetry, the quotation I have made being the only instance I recollect; and the dean had too good a knowledge of sounds to let it stand at the end of a line. The monosyllables which would accord with it are, rack, crack, whack, and pack. "These," as Benedict says, "are hard rhymes;" and the only dissyllable that could be brought to bear is arrack, a drunken rhyme.

The dean to this poem of Hamilton's Bawn appends a note, explaining what a barrack is; therefore it may be supposed their origin, or at least their general application, did not date long before his time; and, like all the public buildings of this country, they have made not the slightest advance, either in appearance or convenience, from their first date. Whatever may be the opinion as to the merits of the poetry, there can be little doubt that the advice of the lady to her husband, to have a barrack rather than a barn, is founded on the most approved principles. In fact, it has been acted on to the letter by many landed proprietors in Ireland, who have made interest to get barracks erected on their estates, to which they offered the inducement of granting to Government, rent free, long leases of land, which they could not apply to any other purpose; then, if there was any rock, limestone, or brick-earth on the estates, they came into immediate demand for building. When the edifice was finished, and furnished with troops, they would afford a ready market for the sale of the produce of the estate, particularly if cavalry formed the detachment; they would spend all their spare cash among the tenants; their presence would afford protection to the property; and, finally, the officers would add to the society of the squire, his wife, and daughters, in the long nights of winter, which was the burthen of the lady's song I have quoted.

Strangers have often remarked the vast superiority in this country of all enterprises of individuals or companies over those of the Government. Look at the palaces of our kings and princes. Are they (including the gimcrack affair in St. James's Park) fit to compare with the splendid edifices of the nobility and gentry. There is but one exception, Windsor Castle; and that has been brought about, not by any display of original talent or ingenuity, but by following out, and giving greater extension to the ideas of our ancestors. I leave out of the exception Somerset House, because it was originally built by an individual, and will say, that besides Windsor Castle there are only two other public buildings which are at the same time handsome and calculated for their purposes; I mean Greenwich Hospital, and the store-houses in the new victualling-yard at Plymouth.

If ever the plan that has been approved of for the new Houses of Parliament be acted on (which I much doubt), it will not be rash to prophesy that it will cost three times the amount of the estimate, besides

a large yearly outlay for repairs. We all know how these things are managed. The architect stops short half way, says he has miscalculated, and the ready is all gone; then an appeal is made to the *pity* of the country, in not completing such a national object.

To sum up the difference between private and public undertakings, I need only refer to two works nearly in juxtaposition, Waterloo-bridge and the National Gallery. The former must always be an object of admiration, while the latter looks more like a building for rearing silk-worms than a place of deposit for the works of art of the richest country in the world. The reason of this discrepancy, which so much surprises foreigners, is of easy solution. Is the Secretary of State for the Home Department, or the Commissioners of Woods and Forests, chosen with any reference to their knowledge of architecture or the fine arts? No. They are chosen because——any other reason you like. Even if these superintending powers were gifted with all the requisites possible, how could they employ them? They are kept up all night for months together, in endless talk about other matters, or listening to radical spoutings on impossibilities, until their senses are all bewildered, and they are in no condition to enter on the plan and details of any project, however useful or ornamental.

Such being the state of things with all public buildings, it can be little wonder that the barracks share in the general neglect. They are regular step-children of the State, handed over to be reared and looked after by contractors. There is no one to give the slightest hint of improvement or amelioration. A very small addition to the expense would have made them appear decent at least. At present the jails and bridewells are far beyond them; and they rank only with asylums for the insane, or some of the new poor-houses. In all England there is not a decent-looking barrack except Winchester, and that is constructed on the remains of the palace: all the rest are a discredit to the country. In this respect they are better off in Ireland. Cork and Fermoy may boast of barracks that add to the appearance of the country; and Piershill barracks, near Edinburgh, are of the same character.

If the external appearance has been quite thrown out of the question, it might be supposed that some compensation would be made in internal comforts; but the reverse of this is the case. They are built and furnished by contract: the consequence is, that the doors and windows are constructed with the worst materials, and are never air-tight. In the soldiers' barracks there are so many together that this inconvenience is scarcely felt; but in the officers' rooms there is some difference. There the solitary tries in vain to keep himself warm in his uncarpeted lodging, with Winter, Boreas, and Co., blowing in upon him, through, "all and sundry," the crevices. The nearer he plants himself to the fire the worse he is, unless he could place himself on a revolver, and be equally *done* on both sides. As it is, he is roasted in his frontispiece, while his dorsal regions are basted with frost, until he has to go to bed for equality of heat.

I do not know how the affair is managed now, but can affirm that not many years since, when an officer was inclined to indulge a leisure hour in his room in the upper barracks in Edinburgh Castle, it was as much as he could do in stormy weather to keep his candle burning, with his door and window [illegible] it if any one not accustomed to the

fort a lice should have ventured in the paroxysms of the storm to open the door, the result would have been immediate. He would have found the door blown out of his hand; and if he had escaped prostration himself, he might have seen his friend's candle instantly extinguished, and the fire, which was previously his only comfort, blown bodily up the chimney. All this might have been easily obviated by a slender second door covered with green baize; but then, what horror to an official, to put in the estimate such an unheard-of luxury as a second door to an officer's room.

With no external beauty to boast of, it is little wonder that the barracks should become like neglected children, handed over to different tutors, under the titles of Barrack Board, Barrackmaster-General, &c.; but it must excite some surprise that the Board of Ordnance, which has generally expressed much jealousy with any interference in its own concerns, should have been chosen as dry-nurse to one of the departments of the army. I suppose it is on something of the same idea that a reformed rake makes the best husband.

I believe that, with the exception of the transport service, no branch of public expenditure during the war was greater than the Barrack Department of the Ordnance; as may be easily proved by reference to the estimates, and the visible remaining proofs at Dover Heights, Chatham, Woolwich, &c. To do them justice they have something good to show for the money, as the barracks of the Artillery and Engineers are at least habitable.

But now, as the shoe does not pinch themselves, it would appear that they have drawn the economical screw as tight as it well can go, unless they were to take the roofs off the barracks. In addition to being one of the Queen's Ministers, and having under his *surveillance* all the great guns, powder, and military stores, the Master-General is made surveyor of mops, dustpans, and palliasses, of all the barracks. Not long since an officer holding that *high* office paid a visit of inspection in the west; in one barrack he found, that although there were plenty of spare rooms, yet the officers were confined to one each; but the barrack serjeant had two. This was declared "too bad," but it did not procure the officers any further accommodation, the serjeant being only obliged to refund the extra room.

In former numbers of the Journal, comparisons have been drawn between the situation of officers of the British Army and foreigners, and the balance has been in favour of the latter: it may not here be irrelevant to institute something of the same kind between our officers and the private soldiers, partly bearing on the matter in hand:

An officer on entering the Army has to furnish, at his own expense, every article of his clothing and appointments, as well as the arms with which he is to attack the enemy; and in the cavalry, the horse on which he rides.

On going into barracks, the officer is shown into a cold and desolate-looking room, destitute of any article except a deal table, two oak chairs, and a fender, fire-irons, and coal-box; the whole bought under con-

The soldier has only to provide a small portion of his outfit; he is regimentally clothed from head to foot. The arms he is to use, and the horse he has to ride, furnished to him free of all charge.

The soldier enters into his barrack room, where there is already a cheerful fire, surrounded by his comrades. He sits down to his well-cooked and plentiful dinner, being furnished with all utensils gratis, and he sees

tract, and, of course, the worst possible of the kind · the fire-irons would not find admission into the servants' hall of any gentleman's house.*

Let the length of an officer's service be what it may, although it may furnish a claim, it gives no right: and he is not entitled to any retirement. In this differing from the armies of all foreign nations, and even our own East India Company. He may, if he wishes, retire on half-pay; but such a thing as two-thirds is unheard of; and the instances of retirement on full-pay are very rare indeed.

at his side his bedstead, bed and bedding, all ready for his reception.

The years of a soldier's service are regularly carried to his credit; and his pension increased in proportion to his length of service. Thousands of our men have been pensioned on their full-pay; and although there has been some cutting down lately (in my opinion very unfairly), still any man of good character, serving the full time, may claim this retirement.

An officer coming to join from leave may arrive just after a regiment has taken up their barracks, and he of course has the last choice; probably a room with a northern aspect, and looking on the dead-wall of the barrack-yard. If he is in delicate health, or particularly if he is married, the external attractions, added to those of the interior I have just described, will not have many charms for him; and he says to the Quartermaster,—" I must try to get a lodging, and suppose I may have the coals and candles." " No, Sir, these have been struck off; no one is allowed to have them that does not sleep in the barracks." Sublime saving! The name of the person who struck out this idea ought to go down to posterity with that of the ex-economist of Middlesex.

I believe it will not be denied that, to gain a proper knowledge of the habits and dispositions of soldiers, as well as of their persons and names, it is almost indispensable for an officer to live in barracks; and yet every possible thing is done to disgust him, and drive him away. The intimate acquaintance he may gain of the men's ways and mode of thinking seem to go for nothing; and yet I have known instances when officers, arrived at the rank of Generals, have felt themselves much at a loss on this point. Officers of the Guards, and others who have constantly served on the staff, whatever their merits may be in other respects, are nearly innocent of every thing connected with the interior economy and details of a regiment; and when they come to inspect corps in the course of their duty, they are either obliged to take every thing for granted, or are forced to hold as a model (to judge of all the rest) the first regiment they happen to see.

Every man almost who has worn a red coat is familiar with " barrack damages;" they are like falls in hunting,—" nothing when you are used to them." They follow a man through the whole course of his service; and if he should have happened to be at Sandhurst, he will have been cognizant of the matter long before he entered the Army. They told there something scandalous of a former Lieutenant-Governor on that point. The boys used to say that whenever he wanted a new feather, or sword-knot, he used to knock off a bit of plaster with

* We undertake to prove, on some future occasion, that an actual saving to the country would be effected by decently furnishing officers' apartments.—Ed.

the chafe of his sword, and that all the youths whose rooms opened on this corridor were made to pay barrack-damages. These charges are levied without favour or affection; but I never heard that they were exactly accounted for. I think they must have been enough not only to keep these crazy tenements in repair, but in some instances to have paid for their building. For instance, Hilsea Barracks were built in 1780-1, to last by the contract twenty years, which, of course, affected the first cost. They lasted more than twice that time, and part of them is, I believe, still standing. During that period they were perhaps not above a day or two at a time untenanted: the greater variety of occupants the more excuse for the repetition of damages; and it would be a curious document to produce all that has been paid under this head. In one year of the Peninsular war there were 28,000 men passed through Hilsea Barracks in detachments; and if they did not all leave their mark on the barrack walls, few escaped the toll. The inquests that are held on the removal of every corps are often very inconvenient and troublesome to the departed spirits. It is very hard to make a man pay for damages he is unconscious of, when he is removed from the place; but these are unlike lawyer's bills, you cannot tax them, or get any satisfaction by swearing ten horse-power that you never were guilty of the damages standing against your name.

How these fines are applied to the internal repairs, I cannot pretend to say, but I will just give an idea how the external work was carried on. I was in Kinsale Barracks in the early part of 1815, which was remarkable by Buonaparte bolting from Elba, and its being a very stormy season. One night five or six large slates on the roof of the men's barracks were blown down: it was reported to the commanding officer, who sent for the barrackmaster; he had no power to repair the damage, although it was evidently required to be immediate. An estimate had to be sent to Dublin, to go through two or three offices, and returned approved. The second night "Mr. Boreas" got into the open space in the roof, and nearly dislodged half the slates: fresh estimate, fresh return, and in a fortnight the repairs began. In the first instance they might have cost thirty shillings, finally it was as many pounds.

Having stated thus a few of the disagreeable points connected with barracks, all of which might be removed by a small application of what is in every one's mouth—liberality; it may be but fair to add some of the advantages which are altogether separate from the administration. The principal of these is,—the feeling of independence that every one has regarding his domicile—it is his house, his castle; accessible to him at all hours. Without giving any one trouble, he may either carry his key in his pouch, or leave it with the sentry at the gate. It throws him into constant contact with his brother officers, and enables him to choose, according to his liking, one or more with whom he may cultivate habits of intimacy and friendship. Although there is not much to gratify the senses of sight or smell about a barrack, yet many are the scenes of fun and amusement enacted therein; and if each edifice was allowed to tell its own history, a repeating of curious anecdotes might be formed to enlighten the "young idea." Many of your readers, if they have not inhabited, have at least seen the castle of St. Angelo at Malta, which holds a prominent place in the history of the siege by

the Turks. It is built on a tongue of land, or rather of rock, that runs from Vittoriosa, half-way into the principal harbour of Malta, the entrance of which it completely commands; first by a battery a *fleur d'eau* of 42-pounders, perhaps the most formidable of its kind in Europe; and then, in succession, are elevated above it, on terraces, three batteries of nearly equal power.

It would seem that the part of the fort allotted for holding the troops had been destroyed during the siege, and afterwards repaired, or replaced piecemeal, like a farm-house transformed into a gentleman's dwelling; where you are constantly going up steps to come down others. At the upper part of this nest of barracks was an apartment to which you descended from the rampart, and its access on the other and inner side was also higher, by two feet, than the level of the floor; so that each way you stepped down into the apartment, well calculated in this way to hold water.

This sunken room struck the fancy of Major Sproule, then senior officer of the Artillery in the fort, but before he removed his things, he would have a chimney constructed, having previously obtained an English grate and some coals from a ship in the harbour. One of the artillerymen, a mason by trade, was employed to pierce the flat roof, and construct the affair; he was, I suppose, what is called a straightforward man, for he built his chimney quite perpendicular, and as it was short, there was no difficulty, by looking up, to see the stars, a passing balloon, or any other object overhead.

The winter in Malta is of short duration, but severe; the rain descending in torrents, with cold winds. The Major had an invitation to dine in Valetta the day his chimney was finished, but as the night promised to be bad, he intended also sleeping on that side of the water. Before his departure he left word with his servant to move his things in the morning, and to have a fire lighted, with his breakfast, in the new apartment. The next morning he was seen crossing the water, well wrapped up, and apparently hugging himself in anticipation of his English fireside; he hurried up to the fort, and to his scene of delights. What was his surprise on opening the door to see that the lower part of the room was full of water, and seated on a table, without shoes and stockings, were two of the youths, holding each a slender twig in his hand, to which was fastened a piece of thread, as if fishing; and the moment the Major appeared they cautioned him to stop, as they had just had "a nibble."

There is a story, I believe, of this kind, in some old jest book; but whether these military wags had taken it as a model, or only acted from their own ideas, I never learned, but the story amused the garrison for a whole day, which is rather longer than the duration of most practical jokes. It had rained incessantly the whole of the night, and as the orifice of the chimney was of large dimensions, it poured in so as to fill all the lower part of the room, and this suggested the trick that was played.

Amongst the delights of a barrack life is what is called "buckling-up." When a large body of troops are called together for some particular purpose, then the jolly Sub., who had hitherto enjoyed what the French call *la totalité* of his barrack-room, was obliged to "buckle-up" and receive a *chum* to share his comforts. This used to happen fre-

quently in Ireland, and was anything but pleasant, particularly in hot weather. I once knew an instance of an officer, his wife, and nine children being thus stowed away in one room; luckily it was part of a Field Officer's quarters; had it been a Sub.'s, it would have been little better than the stowage of the slaves in the small vessels we hear of.

One would imagine that the architect who built Buckingham Palace had been bitten by a mad barrackmaster, for that edifice presents exactly the appearance of most of our large barracks—a centre *bit* and two long projecting wings; the gateway of the palace is, however, a *hors d'œuvre*, quite out of the barrack or any other style. I was once in an edifice of this kind for lodging troops (not the gateway) constructed with particular ingenuity: the ground-floor and third story of the wings were occupied by the soldiers, leaving on the lower floor only an entrance at each end, with one room, and space for the staircase, that led up to the officers' rooms, which were on the first floor, and encroached there upon the men's territory. This plan I conceive ingenious: the officers could scarcely be ever dull when they had the men constantly tramping over head, their noises of different kinds under their feet and at one side: it was quite a cheerful position. To obtain access to this region I have said there was a staircase, and at the foot of the stairs the quarter of an officer; it was then occupied by a man who had risen by his own merit from the ranks, and his wife was herself equally deserving of promotion: she was a kind-hearted creature, a most sincere lover of the regiment and stickler for its honour; every young man that joined she adopted as a sort of regimental child, and furnished him with sage advice, which, I am sorry to say, was not always followed. She was, among other good qualities, a great supporter of regimental morality; and placed herself *exprès* in the stair-foot quarter to stop all "goings on," as she called them, that were improper. She proved of great use in keeping away Jews and other interlopers, and never let her attention be drawn off from what she considered a duty; if any petticoat made its appearance that was not orthodox and regimental, it was sure of being repelled, and the presence of a male protector was of no value, it only brought part of a lecture on himself. The lady had not three heads, but she had one tongue in one head that was worth the three *bow-wows* of Cerberus: even some females quite *comme il faut* could not mount the stairs without explaining who they were, and whom they were going to visit. This vigilance, which continued while she was awake, was rather annoying to the youths, who, in revenge, used to dress people up on purpose to tease this guardian angel; but she took it all in good part, and continued unabated in her zeal.

I was once in a barrack with a half-mad fellow, that had taken it into his head, and was quite positive, that there had been a ghost in his room; he was, of course, as far as it was safe, bantered on this fancy, which, however, so far from convincing him of his delusion, made him cling more firmly to it than ever. Whether he thought some of the youths might feel inclined to pass a joke on him, or that he really thought he could make an impression with the edge of a weapon, he sat in his barrack-room with a drawn sword on the table, ready for the advent of his spiritual visiter; and it was something of a nervous affair to return to our rooms at night, lest one might be taken for a ghost, and, as Hamlet says, made one in reality.

At the same period an officer who was lodged in a barrack very near and exactly opposite, was beginning to learn the bugle, and, as I suppose, had made a compromise with his fellow-lodgers by blowing his unmelodious blasts out of the window, forgetting the annoyance to his opposite neighbours. I do not think he had any idea by his noise to "call spirits from the vasty deep," but rather was practising to be able to rouse the lazy turnpikeman from his dusty bed; it was, however, an awful nuisance. There is an Italian proverb—"*Il Dio mi guarda d'uno cativo vicino o d'un principiante s'u'l violino*"—a friend of mine was placed in the latter situation, much to his annoyance: he, honest man, knew little more of music than to take off his hat when he heard "God save the King" (or Queen); he knew with some degree of certainty "Garry Owen" and the "Downshire Quick-step," and was perfect in the "British Grenadiers," which he used to say made his blood dance; but for any other sort of music he had an indifference, or rather utter contempt; it may be imagined then with what horror he learned that his next neighbour was beginning to learn the violin: whenever he saw the music-master make his appearance, he bolted to the mess-room or parade, and returned when the scraper of catgut disappeared. He little thought of the pleasure that was in store for him! It would appear that in music as well as love and other fancies "the appetite grows with what it feeds on;" it was the case in this instance: the pupil was desired to practise the shifts and passages frequently, which he did not only for the greater part of the day but into the shades of night; and, if he had any evening engagement that prevented him, he would often get up at three or four in the morning, to scrape on the catgut. This was rather too much for the philosophy of my friend, who remonstrated on this dese*scraping* of the hours of sleep; but for reply he was told that it "was the fancy and pleasure of the violinist to do so; that every one had a right to do what they liked in their own room; and that he was sure he did not annoy anybody else." This might have been the case, as his room was the end one of the passage, and no one was subject to his strains but the complainant; as the latter did not wish to make a formal complaint, or still less have a quarrel with a man who was in other respects his friend, he hit upon a plan which fully answered: going down into the town, he went to the house of a celebrated feeder, and procured the loan of three game-cocks, as if he wished to choose one for purchase; these birds he had brought up to his barrack-room before it was dark: they were in separate cages, but were placed within view of each other, and as near as might be to the wall of the offending musician; my friend turned the key in the door, and went to get a bed at the inn. He had scarcely returned in the morning when his neighbour made his appearance, saying "What the devil have you got in your room? Are you going to set up as a poulterer? I have not got a wink of sleep all night for the d—d crowing." The answer was "Why you see, my good fellow, there is to be a main of cocks next month—I am fond of the sport, and have got these birds to choose from." "But you don't mean to say that you intend keeping them in your room?" "Yes I do—it is the wa[illegible] best judge of their crowing: I am fond of it, and I hope I [illegible] my own room; I am sure it annoys nobody else." [illegible] contradiction in the person of the neighbour [illegible] could not sleep for the

"cock's shrill clarion." A compromise, as may be imagined, took place: the birds were removed, and the would-be Paganini ceased his nightly scrapings.

In a paper on the transport service a slight sketch was given of the possible feelings of a young married couple in taking possession of one of these desolate barrack-rooms; it may be asked what business had these people to marry? Did any one require them to do so? It is a foolish love affair—as people sow they must expect to reap; with many other "wise saws and modern instances." But it may be in turn asked of these questioners, did they never do a foolish action in their lives themselves? and further, whether a little matrimony is not both a pardonable and pleasant sort of folly, from which, however, he cannot back out; and it is rather cruel to follow him up in this state with a string of little miserable regulations, and throw a stumbling-block in his way which ever side he turns to. If his wife and he get over the first repugnance to live in a barrack-room, it requires a little outlay and no small ingenuity to try to be comfortable (in which they never fully succeed); it is necessary then to purchase a carpet or piece of drugget, and some camp-chairs, a three-legged mahogany table, and one or two trifling articles, in addition to the indispensable sofa-bed: if they do all this, they are met on the next *tack* by a charge of overmuch baggage, which, on a long march, amounts to something of consequence. If they eschew fighting against the elements in barracks, aided with sandbags and half the list in possession of the master-tailor, they must go into lodgings, and forfeit their claim on what is most useful—the coals and candles.

We have given lately twenty millions as a compensation to the masters of slaves in the West Indies to procure their emancipation; and as *Blackee* is now a gentleman, the begging-box has been handed round in every church in England to procure funds for educating little *Mungo*. If the Papineau politics of the colonies are carried out a little farther, we may expect to see the woolly-heads in Parliament; indeed a few of them would have been no discredit to a late house of *uncommons* recently defunct. I am no friend to slavery, but think that the affair might have been managed at a cheaper rate, and that the money is at least worth the measure; it seems somewhat anomalous that while we put a charge on the country *for ever* of about 50,000*l.* a-year on this black job, we cannot find in our hearts to fork out about 4000*l.* a-year for the gratuitous education of the orphans of officers, many of whom have fallen in the service of the country, but are beating about the bush to find out little paltry drawbacks from the comforts of the officers actually employed; among which I would stigmatize the stoppage of coals and candles, to which I have twice alluded, in plain soldier-like language, as a blackguard and paltry saving, and which ought to have its place in the credit side of the estimates under the head of *scrapings* of cheese-parings.

W.

THE DRUMSTICK CLUB; OR, SKETCHES OF NAVAL LIFE.

No. IX.

"THERE are four or five fine ships come up to the East India Docks," said the Admiral, as he steadied the spy-glass by the window-frame, and gazed intently down the river—"one might get a little excellent cayenne or some good chillies now for a trifle."

"You're mistaken, Admiral," responded Bobstay; "the fellows know their value too well to part with them over cheaply—though, to one who loves the flavour with the *warm* attachment that you do, the prime commodity is cheap at any price."

The devils were served up; the Admiral's perfectly red-hot, and even his iron visage was somewhat contracted when taking the first mouthful—it was like the burning vertical sun: it becalmed his breath, and then a gale rushed into the vacuum to restore the equilibrium. Honest Joe the landlord, and old Starnboard nodded at each other and smiled. "Why, what the h— is this?" exclaimed the chief, as soon as the wind got steadily to bear upon his jawing tack.

"Its the devil, yer honour," replied Starnboard with a grin. "Joe's been down to Blackwall this morning, and bought a lot of spices as they says was onrolled out of a mummy."

"The devil!" uttered the Admiral, as he laid down the drumstick of the turkey, and looked ruefully around him.

"Exactly so yer honour," said Joe, with a self-approving smile—"I thought I should please yer honour's taste this time any how."

"Unrolled from a mummy," groaned the Admiral, yet eyeing the rich morsel with a longing regard.

"A deviled Cæsar, or perhaps a Ptolemy!" exclaimed Hatchit: "yet after all it is but a preserve; for my own part, I shall have no objection to my feast. When I was in Egypt with Sir Richard Bickerton, the troops were upon short rations, and it was nothing uncommon to bring in a mummy and grill a steak or two—rather tough, but delicious flavour, not much unlike a high-seasoned Bologna-sausage."

"Well done, Hatchit," said Jolly laughing—"I long to hear you narrate your wonderful memoirs."

"Do you doubt my word, Sir?" exclaimed Hatchit, reddening with anger—"but more of that hereafter! I say they did consume the mummies; and the odour they sent forth when exposed to the fire was wafted off to the fleet by the land-breeze, and could not be got rid of for several days. For my own part I have no objection to my devil, and thank God for the gift." So saying, he turned-to with a hearty good will, most probably disbelieving Joe's account of the mummy altogether; at all events the example was speedily followed; the drumsticks rapidly disappeared; the Admiral declared that he had never tasted anything more delicious; Hatchit coincided with the declaration, adding, however, as an exception, "a bite of the original from a grilled mummy."

Brandy and Madeira (some exquisite particular from the south side) qualified the repast; and, silence being ordered, Captain Longsplice took up the thread of his narrative of

POOR NED.

"My last left Ned and his benefactor bottling off sleep—the former huddled up in the blankets and stowed away in a corner of the room; the latter upon a down bed, his nightcap buried in a pillow of the same materials. What they both dreamed of has not transpired, nor is it any way essential to my history to know; suffice it to say that soon after daylight on the following morning the wealthy Captain and his servants, indeed most of the inhabitants of the immediate neighbourhood, were aroused by a loud and continued knocking at the street-door: first one window was thrown up, out of which bobbed a head bound up in flannels; then up went another, and a lovely face appeared frizzled round with lace; in a few minutes almost every chamber in the street presented the diversified craniums of the occupiers; but the whole were almost immediately withdrawn in terror and alarm on beholding a crowd of persons collected in the middle of the street gazing up at the third story of the Captain's residence, whilst more than one or two were thundering at the door to awaken the family. Apprehensions that the premises were on fire seemed to be predominant (for the movement of a knocker at that unseemly hour in the morning was a perfect novelty in Half Moon Street), and there was a running to and fro, and a hurrying on of any articles of apparel that lay handy, all eager to escape the much dreaded conflagration. The Captain's house was literally up in arms: the house-maid ran down with a pair of scarlet plush unmentionables over her shoulders; the cook had got into the coachman's boots; one of the girls had thrust her legs through the arm-holes of a waistcoat and buttoned it up behind;—in short, the utmost confusion prevailed; and their motley appearance in the hall would have excited tremendous bursts of laughter but for the fearful occasion.

"At length old Will opened the front door, and several voices exclaimed—'He must be mad!'—'He'll be dashed to pieces!'—'Go and save him!'—'Poor little fellow!' &c. &c.

"'What the devil is all this row about?' shouted the veteran to the assailants at the door—'what the —— makes you knock the hands out in this fashion, and rouse the whole street?'

"There had been a temporary cessation of clamour during Will's appeal, but the moment he had ceased, the running colloquy was again taken up with variations and additions—'He'll be killed!'—'He'll break his neck, or at least his limbs!'—'Must be dashed to pieces!'—'Spiked on the area rails!'—'Nothing can save him if he falls!'

"'Who'll be killed?' inquired the veteran angrily: 'why what the blazes are you all staring at?' and Will having walked into the middle of the street raised his eyes in the same direction with the rest. The window of Ned's bedroom was thrown up, and the boy was contentedly sitting outside upon the sill, apparently insensible, at least unmindful of all that was going on below; the next moment he was hanging by his hands and kicking out his heels in all sorts of antics, then raising himself up with great agility, he once more resumed his seat.

"'The d— young scamp!' muttered Will, 'he'll dance upon nothing soon enough, I'll answer for him, without practising the steps beforehand.' He then shouted, 'Get in Ned, the Captain wants you, my boy—get in, lad, get in.'

"Ned looked down, nodded his head, and instantly obeyed; the servants dispersed to change their heterogeneous garments; and away went Will to Ned's apartment; but Waxwell, entertaining some suspicion as to who was the cause of the uproar, got there before the steward, and stood gazing with horror and amazement at the state the room was in: Ned having in fact had a general overhaul, and not been very nice as to the appropriation of certain articles.

"'What do you mean by kicking up all this here bobbery?' inquired the seaman in wrath: 'you desarves to have your neck twisted into grannies knots for your mischievous pranks, you young whelp of the devil's own brood; a pretty story this ull be if I overhaul the whole consarn to the Captain.'

"'I'll tell him myself,' answered the boy sullenly. 'Why did she lock me in? I warnt goin to run away, as old Nan used, without paying the lodgings.'

"'Pretty doings, Mr. William,' uttered Waxwell, affectedly raising her eyes and hands: 'what shall we all come to next? for my part, this is too much for me.'

"'Tell the Captain so,' responded Will, who was rather pleased than otherwise that the boy manifested some devilry; 'though you desarves to marry the gunner's daughter, young shaver, for your fun.'

"Tranquillity was restored: the assembled throng in the street quietly dispersed; the neighbours imagined the fire had been put out, but those who were not insured determined upon taking out a policy that day; the servants in their proper costume attended to their several duties; and Ned, under Will's directions, enjoyed a cleansing ablution in the bath. This finished, he was dressed in a new suit of clothes cut sailor fashion, but made of superfine cloth; shoes, stockings, shirt, and cap to match; and when full rigged, and his curly hair was combed nicely over his forehead and temples, a more interesting looking little fellow could not well be seen: there was a bright glow, indeed a bloom of roseate health, upon his cheeks, forming a striking contrast to the squalid misery of the day before, and his full laughing eyes seemed redolent of joy: in fact, he was just the child that any parent might have been proud of. Ned made a gorgeous breakfast, notwithstanding the threatenings of the cook and the upbraidings of the other servants, for having caused them so much alarm, though none could help laughing when they called to remembrance the ridiculous figures they had cut.

"Captain Nixon was sitting at his coffee and muffins, his thoughts still dwelling on the boy of his bounty and the freaks he had that morning been practising (for he had questioned Will relative to the noise, and the tar had informed him of every particular), when the parlour-door was suddenly thrown open, and in bounced a lovely Hebe in miniature, holding by the hand a smart and handsome lad, followed by a young lady apparently about fourteen years of age, whose very countenance, though beautiful, was strongly characteristic of haughtiness and pride.

"'We've come, we've come, uncle,' exclaimed the youngest, with a voice harmoniously musical, [illegible] ing in the boy by the arm—'Oh, won't we have some nice p[illegible]

"'Good morning, unc[illegible] the eldest, assuming a maturity incompatible with h[illegible] send their love, and if

you are not engaged they will do themselves the pleasure of dining with you *en famille.*"

"'And we have got leave to stop and romp all day, uncle,' said the youngest, laughing and shaking back her glossy locks.

"'Shall be happy to see them, my dears, and will be alone on purpose,' answered the Captain, his eyes glistening with delight whilst looking at the last speaker, who was still lugging away at the boy to drag him in—'But pray,' inquired Nixon, 'who is the young gentleman you have brought with you?'

"The girls stared, looked first at their uncle, and then at the lad—all seemed in a state of embarrassment, when the latter in a plaintive tone uttered, 'I am only poor Ned.' The Captain was surprised, but gratified, yet he felt sadly perplexed as to what it would be best for him to do; for if he sent the child away it would be branding him with disgrace, and if he suffered him to remain, he would necessarily, at least for the day, become a companion to his brother's children. 'Things shall take their course,' thought he; 'this association will in all probability develop the boy's character;' and calling Ned to him, he gave him an approving smile, with a pat on the head, and told him to 'be a good lad.'

"'Oh, what a nice little fellow, uncle!' said Maria, the youngest, who had just passed her seventh birth-day. 'Where did you buy him, uncle—is he to go to sea, or to stop and play with me?' and without waiting for an answer she again seized hold of the lad—'Come, Ned, let's have a good game.'

"'I can't game,' returned Ned; 'but I'll try and make you laugh;' and in an instant he was standing on his hands in the middle of the floor, with his feet thrown back, and his head between them, so as to form a complete circle—the next minute he threw a clever somerset, and was on his feet again. 'There,' said he, exultingly, 'you can't do that.'

"Captain Nixon as little expected such an exhibition as the young ladies; but the momentary effect was so ludicrous that he fairly shook with laughter, whilst Maria danced and capered, and almost screamed with delight. The eldest sister, Eugenia, did deign to smile, but her look was so frigid that her smile was like a ray of sunshine reflected from a field of ice. Ned took it all as a matter of course, to which he had been accustomed. 'La, what a dear funny little fellow!' said Maria, as soon as she recovered breath, and running to the boy, she threw her plump little arms round his neck—'There's a kiss for you, Ned—do it again.'

"The lad did not require a second bidding—up he went again; but this time he was on his head with his legs extended apart, and spinning round like a top—then, throwing another somerset, he squatted on the ground and rolled himself over and over, in the most preposterous attitudes. Once more he stood upright, and received the plaudits of Maria.

"'Fine new clothes you'll have, Master Ned,' said the Captain—the boy was abashed, and hung down his head—'the carpet is pretty clean, though,' added the Captain, encouragingly.

"'There's a darling, uncle, don't stop him,' urged Maria, coaxingly, and running up to Nixon, she placed a hand on each side of his face, and pressed her pouting ruby lips to his—'Don't be cross or angry with Ned, uncle—he only did it to please us.'

"'Would it not be prudent, Maria,' said Eugenia, proudly; 'at least it would be more in accordance with etiquette, if we were to be properly introduced to the young gentleman. Uncle hasn't told us who he is yet.'

"'There, Genia, that's just like you,' responded the youngest; 'you are always so formal! What do I care who he is, so that I may have him for a dear little playmate?' She turned to the boy—'You'll play with me, Ned, won't you?'

"'Aye, that I will,' consented Ned. 'Shall I carry you pig-a-back, or'—throwing himself upon his hands and knees—'will you get up and ride.' In another minute Maria was seated on his back, and away he went at a pretty good pace round the room with her.

"'That lad may be brought to do anything by kindness,' thought Nixon; 'whilst harshness or severity would probably convert him into a devil. Yet what am I to do with him?'

"'He'd make a smart topman in the course o' time, your honour,' said old Will, who had entered the room some time previous, and been a witness to the lad's antics.

"The Captain nodded assent, whilst his thoughts were again busy. 'Will has hit it—it shall be so. I will bring him up for the sea. Who knows but he may turn out a bright character?' Then speaking out to the steward, he said in an under-tone, 'Will, keep a bright eye upon the boy whilst I am away—do not interrupt him at all—but watch him narrowly, and report proceedings at my return—clear the decks.'

"That day was to Ned one of joyous unalloyed happiness, and though at times he evinced a violence of temper, yet on the whole his conduct was unexceptionable. Maria, as the favourite niece of Captain Nixon, was a privileged being, and did just as she pleased; but it would have been dull and monotonous to have had everything her own way without any one to share her pastime; Ned therefore was everything to her, and he obeyed her every wish with readiness and pleasure. They ranged the house from the top story to the cellar—they sought for fresh amusement in the change of every apartment—Ned purloined Mrs. Waxwell's keys, and sundry sweetmeats and confections were quickly transferred from the cupboard to their mouths. In short, there was nothing that Ned's ready genius left to be desired, till, having tired themselves by running about, they sat down towards the close of the afternoon on the warm and woolly hearth-rug that was spread before the drawing-room fire to tell stories.

"Eugenia, instead of joining in their amusements, or being pleased with their gambols, reclined upon a sofa with a book in her hand; but after listlessly turning over the leaves for a while, she felt solitary and lonely, and probably would have relaxed from her unenviable pride to romp with the youngsters, had not Mrs. Waxwell entered the room, and 'hoped the young lady was well.' A long conversation ensued, in which the housekeeper not only related all she knew of poor Ned, but also by conjectures and inuendoes insinuated a vast deal more than she knew, at the same time impressing the whole with the conviction of truth on the mind of the younger female.

"'And uncle Nixon has suffered my little fool of a sister to play with this dirty be[illegible] d Eugenia, impetuously. 'I will instantly seek her, [illegible] t. Ma would faint at the very thought of s[illegible]

"'If you say anything to them, miss,' remonstrated the housekeeper, 'you will betray me, and put it out of my power to do you further service with the Captain—he already likes your sister best, and should you interfere, he will only feel the more offended. Leave it to me, my love, and take no notice for the present—everything will come right by and by. It is dull here alone—perhaps you would prefer a ride—the carriage may be got ready in a few minutes—I will cheerfully attend you, especially as I wish to see your excellent mamma.'

"Eugenia assented, and forth they went; the carriage being ordered to Bedford-square, the residence of the young lady's parents, where a consultation was held relative to the poor boy, who, all unconscious of the mischief that was hatching against him, was playing with the younger child in Halfmoon-street.

"Captain Nixon was a bachelor of great wealth, which he had been so fortunate as to amass by successful speculations during his voyages to the East Indies in the service of the Honourable Company, and this wealth was hourly on the increase through the judicious manner of his management, and the returns he received for his outlay in merchandise for the Calcutta markets. Mr. Richard Nixon, King's counsel, the Captain's only brother, was an eminent barrister, married to the spendthrift daughter of an equally spendthrift nobleman, under whose fostering care the talents of the lawyer were turned to the best advantage, and through whose instrumentality he had attained the honour of the silk gown. Mr. Richard Nixon was obtaining at the least five thousand a-year by his profession, but his wife was incurring responsibilities to the amount of four thousand a-year beyond this income; so that he was frequently compelled to solicit the friendly aid of his brother the Captain, and even with that assistance he was deeply involved in debt.

"The active, acute, and intelligent barrister, immersed in business, had no time to examine into his own affairs—he knew that he was retained with large fees in most of the great law-suits of the day—he was aware of the extent of his receipts, but he was wholly unacquainted with the nature and amount of the expenditure; and when he found that not only were his funds exhausted, but that creditors were clamorous in their demands for the payment of exorbitant accounts, then he remonstrated with Mrs. Nixon, and pointed out to her the absolute necessity for retrenchment; but she laughed at his remonstrances, and ridiculed what she was pleased to term his 'meanness and parsimony.' Conjugal squabbles grew loud and frequent, till the man whose able arguments and powerful eloquence commanded breathless attention at the bar was at length driven into silence and almost obscurity within the walls of his own house for the sake of peace. He suffered things to take their course; for he might truly say, as is related of the utterance of a gallant Captain late of his Majesty's Navy,—

'I, A— J— P— M—,
Can burn, sink, take, or destroy.
There is but one thing I can't do, on my life!
And that is to stop the d——d tongue of my wife.'

"Mr. Richard Nixon, K.C., carried everything before him in court and chambers, but he was himself borne away the moment he entered his residence in Bedford-square—there another silk gown superseded his own; and at last he patiently bent to the conjugal yoke. Two daughters

were the fruits of this union. Eugénia was the very counterpart of her mother, who introduced her very early to fashionable life, and thereby implanted those precocious seeds of false delicacy and false feeling which are seldom without yielding a most abundant crop. Maria resembled her father in disposition, but still more so her worthy and kind-hearted uncle the Captain.

"Now, the great hope and expectation of Mrs. Richard Nixon rested on the gallant seaman, who, being unmarried and childless, would in all human probability leave the great bulk of his property to his nieces; but as the Captain had on several occasions indulged in generous acts, and taken *protegés* under his favour and protection, it caused an immediate jealousy in the breast of the lady, who, dreading an intervention, and being clever in intrigue, had surrounded the Captain with domestics principally of her own choosing, and at the head of these was Mrs. Waxwell, the housekeeper. Indeed, it was currently rumoured that between her and Mrs. Nixon there existed a closer relationship than the latter liked to acknowledge, as Waxwell had been discarded by her family many years before for marrying her father's butler; but in her humbled circumstances she still retained the pride of her race, and being noticed and favoured by Mrs. Nixon, as well as handsomely paid for her trouble, she was as grateful to that lady as her nature would allow; and no sooner had poor Ned been locked up in his room the previous evening than written intelligence of the transaction was promptly forwarded to Bedford-square, which caused the visit of the nieces on the ensuing morning, and the self-invitation of the parents to dinner. Neither of the young ladies had received the slightest intimation of the real state of affairs, so that when Maria met poor Ned in the hall, where he was strutting about in his new finery, she instantly claimed fellowship with him, and forced him to her uncle's presence.

"What the discussion was among the *trio* in Bedford Square (for Eugenia was now admitted to full confidence) cannot at present be disclosed; they ultimately agreed to fall in with the Captain's humour, trusting to their well-arranged machinations to destroy, by every means in their power, any degree of favoritism which might arise in the heart of the generous seaman.

"Captain Nixon, as usual, repaired at his accustomed hour to the Exchange and the Jerusalem, and on his way back was to call either at the Court of King's Bench, or at Lincoln's Inn, for his brother.

"Such was the posture of affairs about half an hour previous to dinner, when the carriage with Mrs. Nixon and Eugenia drove up to the door in Half-Moon Street; and as they were ready dressed for the occasion, on alighting they proceeded directly for the drawing-room. All was silent as death; but oh, agonizing spectacle to the high aristocratic feelings of the mother, there, on the rug, with their little arms twined round each other's neck, lay Maria and Poor Ned, fast asleep.

"The lady did not faint—she did not scream—but quickly advancing to the beautiful children, she gave the boy a brutal kick; and Ned, in terror and alarm, sprang up, shrieking out with pain. 'Oh, Nan, don't beat me, and indeed I will do every thing you tell me to do;' but when he beheld the blaze of light in the room—the splendour of the lady's apparel—he became more conscious of the real situation in which he was placed, and boldly demanded 'why he had been kicked?'

" A smart slap in the face was the response, and Maria, aroused by the noise, and pleading for her young play-mate, received another, and was ordered to quit the room. Ned in a moment forgot his own trouble, and, running to the fire-place, he shouldered the red-hot poker, and placed himself in front of Maria as her champion. 'You bad woman,' exclaimed he, stamping his tiny foot at Mrs. Nixon, 'what has she done to be beat?' The rage of the mother knew no bounds; she was approaching towards them at all risks, and Ned swore if she touched the girl he would burn her with the poker, when the drawing-room door was again opened, and in walked Captain Nixon and the barrister. The lady drew back abashed, but Ned firmly kept his ground till Maria had found shelter with her uncle—he then replaced the weapon in its proper corner, and stood with inflamed cheeks and frowning brow, gazing on his amazed patron, who seemed petrified by the strangeness of the scene.

"'You have been behaving ill, Ned,' at length uttered the Captain, in a tone of mingled sorrow and anger.

"'Twas in my sleep, then,' answered the boy, doggedly. 'Why did she kick me for nothing? and why did she beat Maria?'

"'If you will send that wicked boy out of my sight, brother, I will explain everything,' said the lady.

"'But that a'rnt fair play,' exclaimed Ned, in a tone of remonstrance. 'Old Nan always said that when the trap cotch'd you, it was fair-play to hear the accuser yourself afore the beaks.'

"The lawyer looked astonished—the Captain very uneasy—but both felt the force of the boy's allusion. 'But what has Maria done?' inquired the elder brother; 'why are you crying, my love, who has hurt you? surely that boy could never have been so base as to raise his hand against you?'

"This cue was instantly seized hold of by Mrs. Nixon, who, frowning Maria into silence, uttered—'you have guessed right, brother, I found him beating my little girl, and because I ran forward to her defence the young monster seized the poker and tried to burn me. Was not that the case, Eugenia?' The young lady bowed assent; 'and Mrs. Waxwell will testify the same: is it not the truth, Waxwell?'

"'It certainly is, Ma'am,' returned the obsequious housekeeper, 'and, indeed, there has been hardly any bearing the house with him today. One of us must leave it.'

"'It's all a lie!' roared Ned. 'I took the poker to keep that cruel woman from beating Maria, after she had kicked me in my sleep.'

"Mrs. Nixon's passion was aroused beyond the bounds of all politic discretion, and forgetting that she had no right to order in the Captain's house—a point upon which he punctiliously stood—she exclaimed,—'Take the brute away, Waxwell; drag him off. Am I to be insulted thus by a beggar! and you, you cipher of a husband,' turning to Mr. Richard Nixon, 'to stand quietly by and see it all.'

"'I have not yet been appealed to,' mildly responded the lawyer, as Waxwell approached the boy to remove him; but the stern voice of the Captain arrested her steps.

"'Have the goodness to let the lad alone,' said the honest seaman. 'This matter has assumed some degree of importance to me, brother. I will not knowingly act with injustice towards any one, however poor

and destitute; but if it can be shown that the boy is the ungrateful wretch your wife has pictured him, I will immediately discard him from my sight. But you yourself saw several things in his favour. Sister, do you wish me to investigate this business further, for I will not punish the boy without inquiry?' In fact Nixon not only disapproved of the appeal which Mrs. N. had made to her daughter's veracity, and even to the housekeeper's to confirm her statement, but it also excited strong doubts of her having uttered the truth.

"'Perhaps in pity to his childhood, brother, we had better spare him,' said the lady, in accents of compassion; 'it would be hard to turn him in the streets again to beg.'

"Captain Nixon started whilst Ned roared out—'I don't want your pity, I only want fair play, and if you turn me out I've saved my rags, for it would be no manner o' use going a begging in these fine clothes.'

"'Sister,' said the Captain, mildly, 'may I ask who informed you that the child had been a beggar? But I can guess,' added he, rather sternly, 'and all parties shall have ample justice done them.' He looked at Maria and then to the mother—'Sister, will you sanction my putting a question to this child? Brother, have I your consent?'

"'Most assuredly you have mine,' returned the barrister. 'I can have no objections whatever. Ask what you please!'

"'Unmanly creature,' exclaimed the lady to her husband, 'is the child to be examined against the parent? Brother, for shame!'

"'As far as you are concerned, Mrs. Nixon, I am now perfectly satisfied, without making the inquiry I intended,' remarked the Captain. 'But there is Waxwell there, who corroborated the statement, and coupled it with a threat. She said the boy was beating Maria; nay more, added that one of the two must leave the house! How am I to act in this affair? You must perceive the delicacy as well as the difficulty of my situation, brother!'

"'I do, indeed,' replied the barrister, who felt pleased at being able to mortify his wife and her *confidante;* 'nor is my position less embarrassing. Mrs. N. declares that she found the boy beating Maria: Eugenia and Mrs. Waxwell support the testimony. This the boy denies, though we have the evidence of three to one against him. Now, brother, I believe our opinions coincide in the supposition that on entering the boy was defending Maria; but this rests solely on conjecture. The boy is either guilty or not guilty: if the former, he merits no favour at your hands; if the latter, then is the whole a mystery, which probably the party stated to be actually aggrieved can solve. Maria has been struck, or she has not been struck; the appearance of her face by the marks, strongly indicate that a blow has been given; and, if I am right, then Maria is the best witness to prove by whom it was given. I feel certain Mrs. Nixon must be correct: I am also impressed with a belief that Maria would not utter an untruth; I ask her, therefore, when, how, and where the boy struck her?'

"The mother felt somewhat embarrassed by the language of her husband, whilst Poor Ned seemed struck with wonder at such a learned harangue. Maria started away from her uncle, and, running to Ned, threw her arms round his neck and burst into tears, as if her heart would break.

"'There, brother—there, Mr. Nixon,' said the deceptious lady, 'what do you think of that—the dear child acknowledges by her actions that the lad struck her, and the amiable girl is forgiving him.'

"'It's a lie—a big lie!' again roared the boy, 'and some day you'll go to hell for it—you will. If you are a mother, I'm very glad I never had one.'

"'Silence, boy,' commanded the Captain, sternly, 'and now I am fully determined that the inquiry shall go further. Sister, as you persist in your statement, you can have no apprehensions as to the result. Will, take Ned out of the room, and bring him in when you are called.'

"The boy was removed, and the worthy seaman questioned Maria; but she cried so bitterly, that either she would not or could not answer. He then called Will, who re-entered with the lad, and the Captain demanded in what manner he had passed the day. Ned unhesitatingly complied; went over every particular of their pastimes; the going out of Eugenia and the housekeeper in the carriage; the return of the latter alone, after an absence of two hours—he concealed nothing that his memory supplied, even to the taking of the sweetmeats and their falling asleep on the rug, from which he was aroused by a severe kick; the slap in the face; the ditto to Maria; the seizing of the poker—in short every thing was clearly told.

"'This is all very ingenious, Sirrah!' exclaimed the Captain, who, though he had no doubt of the truth of the whole affair, yet wanted open confirmation of it—'very ingenious! but the testimony of three is directly against you, and the evidence of a fourth is implied by her silence. So, Will, strip him, and turn him out of doors.'

"'All right!' said Ned, 'I'll never be a gentleman again, if this is to be the go. Only don't let Maria be banged when I am gone!'—and his voice softened as he approached old Will—'Come, I'm ready. Good bye, Maria!'

"'Oh, no no!' shrieked Maria, catching hold of her young playmate's arm. 'You shall not go, Ned; indeed uncle he has told the truth; he never struck me, even when I beat him hard; he did every thing I bid him. Pray don't send Ned away!'

"'Dear child!' uttered Mrs. Nixon, 'her humanity has got the better of her veracity;' and she affected to weep.

"'Take the boy to his own room, Will,' said the Captain, who had attained what he wished: 'we will decide about him in the morning. Mrs. Waxwell, be prepared with your accounts at the same time. You shall be paid up all arrears, and quit me without delay. How dare you take my carriage without permission, and then—but I shall say nothing upon that score now.'

"The housekeeper saw at once that her dependence was at stake, and with the usual craven spirit of a wrongdoer, she not only acknowledged her fault and the falsehood she had told, but also implicated Mrs. Nixon as inducing her to act as she had done. Then flying into the opposite extreme, she spoke of Poor Ned in the most affectionate terms, and implored her kind master not to cast her off. The Captain listened to her appeal, but asserted that having uttered an untruth in the first instance, he could not believe her in the second; and, therefore, go she

must. The barrister would have interfered in her behalf, but the Captain cut him short, declaring that his mind was made up, and nothing should alter his determination. Mrs. Waxwell finding all entreaty was unavailing, and that Mrs. Nixon did not offer one word in her behalf, was changing her tactics to impertinence, when she was sternly ordered to quit the room, and thought it most advisable to take her departure.

"'But where is Maria?' inquired the Captain. 'Come, let us go to dinner with what appetites we may.'

"Poor Maria had taken advantage of the conversation with Waxwell to steal out of the room in search of Ned, but she could not find him; and the whole party repaired to the dining-room. The dinner, though only for what might be considered a family party, was a sumptuous one, and served up with eastern splendour; but there was a cold and chilling silence among the party that rendered it anything but pleasant or agreeable.

"The meal had terminated, and the dessert set on the table; the servants retired; and soon after the dining-room door was softly opened, and a little ragged creature walked stealthily towards the Captain. Mrs. Nixon screamed on beholding such an apparition; Miss Eugenia huddled up; Maria gazed earnestly at his countenance; whilst Mr. Richard Nixon lustily exclaimed—'Pray, who the devil are you, and what do you want here?'

"'I am only Poor Ned,' replied the little tattered urchin; 'and I've come to thank the Captain, and bid him good-bye.'

"'And where are you going to?' inquired the Captain, much affected by the lad's manner. 'I thought Will had my orders to take you to your own room.'

"'So he did,' returned the child, hanging down his head; 'but I don't like to be locked up as if I had done wrong. They used to lock Old Nan and me up when we'd been prigging, and sometimes 'cause we couldn't get nothing to eat; but I ain't been prigging now, and I've had my bellyfull.'

"Captain Nixon looked for several seconds on the lad in silence, whilst it was evident some internal struggle was going on in his mind. 'But why do you want to go away, Ned?' asked he.

"'You have been good to me, Sir,' answered the boy, 'and I should like to stop with you for ever; but I see they won't let me; and so I'd better go, and look for Old Nan again. I like fine clothes, and I like good wittals; but I don't like to be told lies of, and be beat for nothing, out of spite.'

"'And who has told lies of you, Ned?' inquired the Captain; 'and who has beat you for nothing?'

"'That lady there,' replied the boy, pointing to Mrs. Nixon. 'But I forgive her for Maria's sake, though she has made a black mark on my arm;' and pulling down his ragged garment, he showed a contusion of some magnitude, that had evidently been caused by a severe kick or blow.

"'D———n,' muttered the Captain; and rising from the table, he took the boy by the hand and left the room.

"'You have overdone it this time, Mrs. N.' said the barrister, half smiling. 'Unless you manage better, that boy will be a thorn in your side yet.'

"'At all events, I owe you no thanks for your endeavours to relieve me of the difficulty,' returned the lady, contemptuously. 'The Captain lords it finely, without considering my birth and high pretensions; nor do I see why we should put up with this preference to a beggar'——

"'Except you take into your calculations,' said the barrister, interrupting her, 'that I am about eighteen thousand pounds in debt, which neither *your* family connexions nor *your* lofty aspirings can pay one guinea of.'

"The lady tossed her head. 'You look over old deeds and parchments till your ideas become equally antiquated. But this is the punishment I must endure for marrying beneath my own rank in life.'

"'Mrs. N.! the children are present, let me remind you,' uttered the barrister, coolly; 'and they certainly ought not to be witness to such recrimination.'

"'It would be well,' rejoined the lady, 'if you would take advantage of your own knowledge on the subject, and remain silent; one would think you had been talking enough at Court all day.'

"The Captain re-entered, and with a more placid countenance resumed his seat. The carriage was ordered early; and the Nixons took their departure, discontented with themselves and out of humour with all the world.

"'Will!' exclaimed the Captain, as he wheeled his chair to the fire, and assumed his usual position with his feet on the fender. 'Will! give me my night-cap.

"'Aye, aye, Sir,' returned the veteran, placing a large rummer that would hold a quart, nearly full of hot and richly-spiced wine by his side.

"'Will!' said the Captain. The veteran stood before him. 'Will! something must be done with that boy.'

"'So I suppose, Sir,' returned the seaman; 'we must do somut with him.'

"'He's too young to go to boarding-school, Will,' continued the Captain; 'and if we put him out to board'——and Nixon stopped.

"'Aye, your honour, if you was to board him out'—echoed Will, making a dead stand, in imitation of his old Commander.

"'Or if we could get a good sort of motherly woman at home,' argued the Captain.

"'Why, yes, Sir; if he was at home he would always be under our own eyes,' assented Will.

"'He's a strange and peculiar lad,' said the Captain, taking a pull at his night-cap.

"'Wery strange and pecooliar,' chimed in Will; 'but he's as sharp as a sailmaker's needle.'

"'We must find out who this Old Nan is, if we can,' said the Captain; 'she will readily come forward when she discovers that he is in good quarters. We must advertise him.'

"'Do what, your honour?' inquired the steward, to whom the word 'advertise' was perfectly new.

"'Why, send all about it to the newspapers, and let it appear amongst the lost, or mislaid, or stolen, with the rewards for strange parrots and monkeys that have slipped their chains,' uttered the Captain.

"'Do they put them things in the papers, Sir?' asked Will, in surprise. 'Well, I'm blessed!'

"'Yes, they've anything and everything in the papers,' returned the Captain, 'from a lady's shoe-tie to a state-coach. But something must be done with the boy; they're plotting against him already. Mrs. Waxwell turns out to-morrow, that's determined; and then, Will, we must try what a fresh housekeeper can do—and I think I've got one in my eye. Carry the lights to my cabin—I mean, my bed-room; I shall turn in. Keep a good look-out upon the lad in the morning, and get him some playthings to amuse him.'

"'Aye, aye, Sir,' responded the steward, as he took up the candles, and walking in front, was followed by his master, carrying the remains of his night-cap in his hand.

"'Yes,' thought the Captain, as he disencumbered himself of his rigging, 'he shall go to school and receive a suitable education, to prepare him for the sea; and then we'll fit him out, and try what can be made of him. It is curious, though, that he should have interested me so much! but there is something about the lad that——d—me if I can tell what it is. Avast! am I doing right, though? I have placed a mere outcast from the streets in companionship with my brother's children! I fear it was injudicious, and has hurt the mother's feelings. Faugh! she has no feelings such as a mother ought to have; nor would she have known of Ned's origin but for that babbling woman.' He stepped into bed. 'Will!' exclaimed he, aloud; 'Will! call me at six bells—d'ye hear?'

"'Aye, aye, Sir,' responded the tar, as he folded his master's clothes, 'precisely at six bells, and I'll have the hands out by that time; there's some on 'em as difficult to rouse from their hammocks as a sucking marine.'

"'Waxwell goes to-morrow,' said the Captain; 'and mind me, Will, let who will remain, I won't have the boy abused.'

"'In good right not, ye'r honour,' returned the steward, 'seeing as your honour is going to take care on him.'

"'Well, well; douse the glim, Will, and make sail out of this,' directed Nixon, as he adjusted his head upon his pillow. 'Remember six bells!'

"'Aye, aye, Sir,' replied the steward, closing the door after him, and then mumbling to himself—'Does he think he's got a babby to deal with that he repeats his orders so often? Arn't I been with him now, man and boy, five-and-forty years, and when could he say that black's the white o' my eye, barring a little suction now and then, in course. Catch a weasel asleep! As for that boy, maybe he won't be for topping the officer over me by-and-by. If he does, then I'm d—d. What's the use of long and faithful sarvice, when, arter all, a mere youngster is to knock all the wind out o' yer sails, and you're not to lay your head to any point o' the compass but just what he pleases. There's Waxwell to be bundled out, neck and crop, and who knows but it may be ould Will's turn afore long? I'm blessed if I don't go and comfort her a bit, howsomever. She's got the keys yet, and a toothful o' rum is worth all the wishy-washy wine in the world.' He had reached the housekeeper's door, and tapped gently, but no answer was returned. 'Mrs. Waxwell!—hist!—hist!—Mrs. Waxwell!' whispered he; but still all

was silent. 'Well, I'm bless'd if this arn't rum, anyhow—though not the rum I wants.' He looked through the key-hole, and perceived a light burning on the table; he then tried the handle of the lock, but all was fastened. 'She's not a-bed,' said he to himself, 'for there's the glim ataunt. Hist! Mrs. Waxwell!'

"At this moment a light footstep sounded, and barely sounded, close to him. He turned short round, and beheld Poor Ned approaching with no other covering than his shirt. Suspecting that the lad was intending to run away, Will was about to grasp hold of him, but an expressive motion which the boy gave for silence deterred him. 'Put out your light and come with me,' whispered Ned; 'but you must take off your shoes, and tread softly.'

"'None o' your tricks, you young scamp,' said the old tar, though at the same time he felt an irresistible impulse to follow the lad's directions. 'What's in the wind now?'

"'Make haste,' whispered Ned, 'and do as I tell you;' and the seaman, impressed by his manner, extinguished his light and pulled off his shoes; then taking the boy's hand, they noiselessly groped their way in the dark through two or three passages, Ned occasionally stopping and feeling for the articles he had strewed in the way so as to guide him correctly on his return. 'Don't speak,' he added, 'but listen.'

"'Listen!' repeated Will; 'why, what the blazes is all this about?'

"'Robbery and murder,' replied Ned, in an under tone scarce above his breath, as they entered his room—'yes, robbery and murder.'"

A VOYAGE IN A CONVICT SHIP *.

The critical inquisition previously narrated was strikingly awful. The very appearance of the magistrate—a dignified old gentleman with flowing white hair—holding records of the details of each man's life, although at a distance of 17,000 miles from the scenes of their activity, was fearfully appalling; and what rendered it more terrible, they were records of the misdeeds of many past years, and it was surprising to see the accuracy with which they were compiled.

The moment Van Diemen's land was made, a new interest took possession of the minds of all persons on board. The Commander and officers rejoiced that they had arrived thus far on their voyage; the superintendent that his mission was near its fulfilment; the soldiers and their wives regarded it as the place of their temporary exile; and the convicts—how sad was the change with them! mirth and laughter gave place to silence and melancholy; now all was realized—they had actually arrived at the place which was destined to receive them as criminals and outcasts from their native land, to be worked upon public roads at penal settlements, or in household drudgery, according to their several gradations of crime and the pleasure of the Government: they gazed with painful intensity upon the shores, where they could see gangs of their fellow-men, in party-coloured dresses, working in irons upon the beach, whose numbers they had arrived to augment: tears

* Concluded from p. 201.

A Le
Po
K.

Th
carr
road
engi
the
tha
S
emp
eng
nan
udi
his
ne
ial
co
mi
in
wi
wi
th
g
n
n
s

the Doctor's weekly inspection of the prison
was subjected to one of a less sombre
ment. At eight o'clock every morning
the quarter-deck, where
by one of the military
as could be expected.
dwelt together in one
generally devolved
red in full regimen-
was the signal for a
train himself to his
gravity, as he

a and prison
ss sombre
morning
the quarter-deck, where
l by one of the military
as could be expected.
dwelt together in one
y generally devolved
red in full regimen-
was the signal for a
train himself to his
gravity, as he

ks, surveying them from side to side, and scrutinizing and dingy stockings. The ladies would laugh, and the ble to subdue their mirth, and unused to female gibes by burning blushes how much at variance were his feel- ssumed importance: his distress upon some occasions was ausing.

Mrs. Pearson, wife of one Private Pearson, was an incor- rn, and fell under his displeasure more frequently than her and consequently in a greater degree suffered the penalty the wearers of filthy garments and undarned stockings, tion of grog, for one, two, or more days, according to the the officer, and the degree of dirt accumulated about the l dress of the delinquent. Now, Dame Pearson, liking not self—water, which had recently been assigned to her upon ornings, resolved to try her powers at the pathetic upon ar occasion, when the decree had gone forth that she was to minus for that and the following day. This fair daughter of ht be about three or four and thirty. She had bright red hair, ce, more red nose, and dull reddish blue eyes, in one of which irretrievable squint: into these she threw all the tenderness of her nature was capable, and from a large and nearly toothless that rendered the scene irresistibly comic, and produced roars of er from the whole female corps, seizing the young Ensign by the thus addressed him:—

Ah, Mr. ——, yer honour would not be so cruel to refuse me a e grog to-day, wi' my three childer and one sucking at the breast. k what yer own beautiful self would ha been if yer poor dear ier hadn't had summut to comfort her when you were suckled, you'd er ha been half the man as you shall be. Bless your tinder heart! wather's too could for a famale's stomach. Ah! look now, bless honour, he blushes—there now, Mr. ——, ye look more like yer wn handsome self when ye'ar got a smile on yer darling face, than hen ye scowl so. Oh, ye'll not be so cruel, Mr. ——, I've got a pain n my inside, and wather makes bad milk, Sir. I know ye av'n't it in ye to do the likes."

Whether the young gentleman's humanity or vanity was most wrought upon I know not, but this delicate *appale* did the business; the sentence was reversed, and the fair one forgiven.

The military Captain came within that class of good-natured men with whom the adjective is synonymous with weakness and folly. Entering the Army early in life, his best days had been passed in regimental mess-rooms, beyond which his learning did not extend—nor did his breeding soar higher than that of garrison balls in country quarters. Although neither young, nor good looking, nor well informed, he was lent terms with himself; and had withal a big Irish O pre- s name (the very meat and drink of Hibernian vanity), noti- lescent from Milesian royalty.

cient (the Lieutenant), at least ten years the senior of his g-officer, loved him not; and frequently exhibited his affec- tustic sarcasms upon the weak points of his superior, which took no trouble to conceal. Envy and jealousy at the other's rendered the Lieutenant so disagreeable to his companions

that for a season he was "put in Coventry." Upon a particularly wet day the Captain and Ensign were playing at chess, when, at a point of the game which interested the by-standers as much as the operators, silence was suddenly and ludicrously broken by the young Highlander—"I declare, Captain O——, you go about puffing and blowing like a great por-*poise* (strongly emphasizing the last syllable), which is very unlike a gentleman, and extremely disagreeable." The Captain was asthmatic, and the only one of the three whose risible muscles were fixed in rigidity. The Lieutenant chuckled, pronounced the Ensign a witty youth, and dubbed the great "O——" por-*poise* during the remainder of the voyage.

Some time afterwards we were summoned on deck at midnight to witness an extremely beautiful and singular phenomenon: the horizon appeared to be a vast body of rolling flame. As the wind was blowing fresh, wave succeeded wave of the most brilliant light, and the vessel appeared to be sailing through a sea of liquid fire, which in her wake was sufficiently vivid to read by. At breakfast the next morning, the circumstance being the subject of conversation, the Captain, who was a great sight-seeker, hearing of it for the first time, was furious that he had missed it, as he had not risen; a circumstance he attributed to the negligence of his servant, who had a "standing order" to call his master whenever *sea lions* were in view.

After sundry exclamatory oaths and curses, Fitzpatrick, the serving man (an Irish soldier of the guard), was sent for. This was one of the wheezing days, which rage and vexation augmented so violently that the "puffing and blowing" could be equalled only by a plurality of "por-*poises*."

"What do you mean," said the Captain, "you scoundrel, by leaving me in bed last night, when there was the most beautiful phenomenon in the world to be seen, Sir? You know how fond I am of phenomena, Sir, and it was too much trouble for you to come to me, and be d—d to you."

Fitz scratched his closely-cropped poll, elevated his little pug-nose, and strained his diminutive pig's-eyes in fear and astonishment, but remained silent.

"What do you stand staring at, you stupid brute?" vociferated his master.

"I'm sure I don't know, Captain. I never larnt any o' them hard words, but Betsey knows a vast on 'em; Ill go and ax her" (running off to his wife).

Enraged at the man's simplicity, and the amusement his disappointment occasioned to all at table, up jumped the Captain, and, seizing Pat by the collar, exclaimed in a loud thick voice—(this gentleman's "unruly member" was at all times too large for its proper abode, and, when inflated by anger, extended so far beyond its precincts that it rendered articulation not only difficult, but the speaker's face so ludicrously droll, that to witness and to laugh were imperative and unavoidble)—

"Why you are a downright fool! Don't you know, Sir, what phenomena are?"

Pat looked unutterable things in silence, his fingers actively employed upon the short crop on his crown.

"Phenomena is, Sir,"—

"When I told you to call me as we crossed the tropic, I desired to see Capricornus—that was phenomena, Sir; but then you did not awake me, and be d—d to you."

"O, yer honour," replied Pat, that was the night that I came to ye—'Captain,' says I, 'yer wanted to get up;' but yer honour only swore the more louder, so the louder I bawls, and yer honour turned over and swore again. At last I throws down yer honour's great big box, which made a woundy noise. 'Captain,' says I; and jist at that minute out jumps the Docther, with his big broomstick. Thwack it comes across my shoulders (shrugging them at the bare remembrance), out I rins for the very life o' me, the Docther arter me. 'What d'ye mane?' says he; 'what d'ye mane, ye spalpane,' says he, 'by makin sich a disturbance in the middle o' the night?' and gies me another cut, that made me rin from the cuddy to the fore-hatch, as if the d—l was at my feet; and the blessed Virgin only knows what would ha become o' me, only the Docther, saving yer honour's presence (bowing to him), had jist rin out o' bed with no mortal thing o' life on him but his shirt. The noise brought all the guard up, who thought the prisoners had got out—so his honour goes back to his cabin; and Betsey says, 'Dennis,' says she, 'you jist owe yer life to that one thing—'case the Docther was naked: 'to be sure your honour he was in a terrible big passion."

This story somewhat appeased the master, as the tables were turned upon the Doctor at Pat's ludicrous adventure with the sans culottes—so he was dismissed.

"I think," said the little Scot, "ye mak yerself vary redeecolous to be talking to yer servant about *phee*-nomena (the emphasis this time laid upon the first syllable). Pray, Captain O——, what can he know of *phee*-nomena?

To which the Captain fiercely replied, "I'll bet you twenty guineas you don't know the meaning of the word yourself."

The Ensign blushed, and began to explain, but suddenly broke off and retired in disdain, declaring he would say no more, as the Captain only wanted to acquire information for himself.

Endless were the disputes of similar character; and Lempriere and Johnson were in constant daily requisition as referees.

Some persons, mistaking affectation for elegance, have a passion for superlatives and high-sounding words, which they press into conversation upon all occasions. With these gentlemen everything was "splendid"—a piece of ship's pork was "splendid meat"—a dose of calomel a "splendid cathartic;" and it was endemial, for I lived to hear a saucy sailor styled a "splendid scoundrel," and an old couple's union of fifty years pronounced a "splendid thing." Surely an unhappy phrase for two poor wrinkled old creatures on the verge of eternity, one being eighty-four and the other three years older!

The Doctor was an intelligent, proud man, who did not hesitate to announce his pretensions to superiority by a certain tone and manner that sometimes bordered on the confines of rudeness. The ship Captain was a perfect "gem of the ocean," and a finished gentleman to boot (in his own opinion); and, alack a-day, might have been so in reality, had he possessed the wherefores! He was young, well looking,

and a first-rate model of sea dandyism and perfumery. These gentlemen, like all great rival powers, were ever at loggerheads. The charge of the first being over the spiritual as well as material part of the cargo, considered himself of higher importance than the master, whose responsibility extended only over so many tons of freight (which, however, he was bound to preserve in safety, and deliver over to the consignees in "good condition"), and endeavoured to command the officers and servants of the vessel as he thought proper. But the other repudiating this doctrine, jealousy rankled deep, and mutual impatience of temper frequently rose to boiling heat, which sometimes excited apprehensions for the safety of their respective craniums; but they did ultimately reach Hobart Town with unbroken skulls; having, somehow or other, suddenly discovered that each would require the good word of the other upon arrival, at the period of settling accounts. After this enlightenment it was surprising to see how tender and affectionate they became.

Three days after the examination the convicts were landed in Hobart Town; about twenty soldiers remained, who were destined for Sidney. The first of these places is situated, like ancient Rome, upon seven hills. The streets are wide, and laid out with great judgment, and abundantly supplied with fine shops, and all things necessary for convenience and comfort. But the tradesmen—"Angels and Ministers of Grace defend" me from such! A more thoroughly insolent and disgusting race than the Hobart dealers and chapmen I never met with. Colonel Arthur has done much for this settlement, and deserves great praise for the advances made in civilization; but this class is beyond his power.

The climate is delightful, and the hedges of geraniums, in full and abundant flower, to the lovers of horticulture are most beautiful.

In a few weeks we reached Sidney, a large and populous town, in which is an hotel called the "Pulteney," one that for magnificence, luxury, and comfort, might almost vie with its aristocratic namesake in Piccadilly. It is supported principally by the yellow-livered and affluent gentry of India, who resort thither in numbers, to cleanse the one and diffuse the other. Here the "convict system" has done wonders! Some very extensive works have been effected by it: one, a pass over a high and rugged mountain on the road to Bathurst, opened a few years since by General Bourke, is comparable only to that formed by Napoleon across the Alps; of which a writer observes—"It is strictly in works like these that the traveller learns justly to appreciate the transportation system of Great Britain—works effected by the mere labour of her criminals for the civilization of this fifth continent."

From New South Wales we proceeded northward to Batavia and Singapore. The latter, one of the East India Company's settlements, is extremely beautiful, in which are many English merchants, who reside in buildings that would elsewhere be styled "mansions." Thence we proceeded to China, where we arrived during the excessive heat of August—the most wretched spot on the globe for Europeans. Canton is the only town foreigners are permitted to penetrate, and after the first visit possesses no attractions for a second. The natives hold little intercourse with strangers, and that little is maintained by the Hong merchants only. Foreigners residing there for business are not permitted to take wives, daughters, or even domestics; and the absence of female influence in society causes an insupportable dulness and insipi-

dity. We were, therefore, condemned to vegetate four months on board before the vessel was freighted—during which period, but for some of the young gentlemen who had quitted their homes in the guise of Midshipmen to learn the craft of sailors, we should have fallen a prey to that curse of idleness—ennui.

We did not long escape the sickness of this wretched place; fever and dysentery made rapid inroads amongst the crew—eight, ten, and twelve of whom were frequently ill at the same time. The yearly loss of life amongst Europeans in this pestilential harbour is very great. We had already lost two persons, when the malignant fever peculiar to this ill-fated country attacked one of the young gentlemen, which cast a general gloom over the ship. His manners were so amiable, and his bearing so gentle to all, that all loved him. I had a double interest in him—I loved him for himself, and for his parents' sake. He was the son of a physician in the Navy, whose professional assistance had been required at Hawlbowline, at the time the ship was delayed in Cork, during the prevalence of cholera amongst the convicts. I then made this gentleman's acquaintance, and it was then I first saw Melville—eighteen years of age, robust, handsome, and well informed: there he joined the ship, and the father recommended him to my care and friendship during the voyage.

In a few weeks we left Ireland. Never shall I forget the parting scene: the father's "heart was nigh to break" as he placed his boy's hand within mine, and affectionately besought me to watch over, to guide, and reprove him, in his perilous progress amid profligate seamen. He loved his parent, and they were worthy each other. Tears checked utterance as they mutually embraced and took a long farewell. The vessel was under way, and the father was summoned to quit his son: tears of sorrow ran fast down his cheeks as he descended the ladder, waving his hand in silent token of enduring affection. Melville lingered at the gangway until the boat which conveyed away his parent was no longer visible; and then it was he felt the full agony of grief—grief so intense, so holy, that it would have been cruel, almost profane, to have interrupted it by attempts at consolation: he suffered me to lead him away, but neither of us spoke a word. Time, the great soother of all human woe, in due course wrought its effect: he became calm, resigned, and melancholy. Naturally affectionate, he clung to me; and the more I knew of his disposition the more worthy of esteem I found him,—he grew upon one's love.

The moment he was taken ill he sent for me, and told me that he believed he was "sick unto death." I hoped not; but feared otherwise. For a season the fever yielded to the surgeon's care, but ultimately returned with increased vigour, and affected his brain. At first he was awfully alarmed at death; but as his certain approach became more evident, having sought and found consolation in the evidences of the Christian religion, he soon became resigned, and said he hoped he was prepared for the great change that awaited him; charged me with commissions of love and affection to his parents, brothers, and sisters,—regretting only that he should die without bidding them an everlasting farewell.

I did not quit him during his illness: from the moment the brain was affected he was almost constantly impressed with an indistinct idea of

danger, and regarded me with an imploring look upon those occasions that would pierce one's very soul. After seven or eight days' suffering, he died in my arms; and so easy was his transition from this life, that he had slept the sleep of death many minutes before I could persuade myself that he was really and for ever gone.

What an unwelcome visitor shall I be to his distressed family when I convey the mournful intelligence that he whom they loved so well is now no more! Methinks I see the afflicted father's grief as I communicate the last sad message from one so dearly and so justly loved—he that suffered so acutely at parting, in the full hope of embracing his boy again at the ship's return, what will not be the bitterness of his anguish when informed that that parting separated them for ever—that his farewell blessing was then an eternal one? How little did he think that he to whom he confided his son eighteen months before should be destined to tend that son in sickness, soothe him in the hour of death, and afterwards become the messenger of such heart-breaking sorrow! A few short weeks since Melville was in perfect health; none then imagined him fated for an early grave! He had exacted a promise from me that I would perform the last sad office by reading the burial-service over his body; and never have I had so painful a duty to perform; it was, indeed, one of no ordinary difficulty. I would not again endure the pangs I then felt for all the world.

Amidst infidels and scoffers in a far foreign land repose his ashes. He was buried upon Dane's Island, a place appropriated for the interment of Europeans—where, to the eternal disgrace of Christians, be it recorded, they will rest in peace, unmolested by zealous bigotry!—the dead of all countries, sects, and religions, are held sacred by the Chinese!

We quitted China with a sick crew; three were buried there, and five others died on the passage thence. Disease and death wear a peculiarly frightful aspect at sea, and there is not a more affecting duty than that of committing the bodies of fellow-shipmates to the deep. A funeral is always a melancholy and impressive ceremony, but is invested with singular solemnity at sea. The tolling of the bell of death excites a thrilling sensation; and the commencement of that sublime service, "I am the resurrection and the life,"—then the pause which precedes the words, "We therefore commit his body to the deep,"—the succeeding plunge and splash as the lifeless clay is launched into the ocean—are scenes of affecting interest which the stoutest heart cannot witness without emotion, and create an intensity of feeling little known at ordinary interments.

We called and remained four-and-twenty hours at St. Helena. Well might Napoleon exclaim—"This is, indeed, a prison!" for a more inhospitable rock cannot present itself in any part of the world. I have nothing to add to the much that has already been written about it, but to remark that I left it without regret, and in seven weeks was rejoiced to find the "Convict-ship" had reached the port of London in safety; and if any of the "incidents" relating to her shall but have served to beguile a leisure hour, the writer's labour will be abundantly repaid.

W.

SKETCHES OF MILITARY LIFE IN INDIA.

BY A QUEEN'S OFFICER.

No. VI.

In marching through Bar, which is situated on a beautiful reach of the Ganges, I observed some of the sporting inhabitants assembled for the purpose of quail-fighting: the grain was sprinkled, and the birds impatient for the contest, struggling to escape from the hands of their owners. Amongst the spectators was a most loathsome leper. The victims to this disease, so common in India, do not seem to be shunned by those who are not infected.

At Lakei Surai we approached the Rajmuhul hills, and entered a good shooting country. From our camp we made an excursion to some rocky hillocks which rose in the vicinity: we found hares, peafowl, black and grey partridges, and quail, which, for two days, afforded us ample employment. The natives, as usual, tickled us with assurances of a tiger in the neighbourhood, who had recently carried off a bullock, for they confidently reckon upon all occasions to find some credulous mortals glad to swallow the welcome and oft-repeated tale: none of us were sufficiently hardy or foolish to venture on an expedition against this fabulous monster.

At Hussungunj, our halting-ground near Monghîr, the camp was inundated with the fabrics of the latter town, to which I have before alluded. I rode into the fort, and observed there a house which had been shaken from the perpendicular by an earthquake in the preceding August. On that occasion, the night of the 26th of August, which was a particularly sultry one, I had retired to my bed at about ten o'clock; an hour and a half later I was startled from my sleep, unconscious of what had disturbed me, but sensible that it arose from no ordinary cause. I relapsed again into a fitful slumber; after a short interval a more violent shock ensued: the ground was heaved up under me in gentle undulations, and the sensation was as though some one was underneath the bed lifting it up with his back. The glasses, phials, and toilet-bottles on my dressing-table were thrown in contact, and jingled together; this lasted for some seconds, and again all was still. I was instantly satisfied of the nature of the visitation, even pending the duration of it. After a few minutes I rose and strolled out to ascertain if any one else had been disturbed. I speedily met with some wanderers, who had been induced to quit their apartments by the fall of portions of brick and plaster, or other significant hints to change their quarters. The shocks were felt almost simultaneously at Calcutta and Ghazipûr, which are distant about four hundred miles; at Monghîr they were very severe, and still more at Katmaudhû, the capital of Nipâl.

In the same year Ghazipûr was visited by two flights of locusts, the first which I had seen in India. On the first occasion the main body of them was three hours in passing the station. Whilst sitting at home in the afternoon I fancied that it had become more than usually dark for the time of day; issuing from the door, I found myself in the midst of myriads of large flying insects, which were rapidly passing in a steady course from west to east. In every direction this legion of locusts extended as far as the eye could reach: hundreds were falling

every instant, yet without causing any apparent diminution in the constant current. Some trees and shrubs were untouched by them, whilst others had already assumed a perfectly red hue from the swarms with which every branch and leaf were covered. Thus, for hour after hour, a cloud of these destructive visitors continued to wing their way over the station. The mass extended to an indefinite height from about six or eight feet from the surface of the earth. The lower orders of the natives were gathering them for food, declaring that they made a very palatable curry—probably so to those whose epicurean notions were founded upon the consumption of rats and such vermin. I have seen my grasscutter, aided by his children, engage in a very animated rat-hunt conducted in the following manner: marking where numerous holes in the ground indicated the existence of a colony, he would carefully stop all the outlets but two or three; stationing one of his children with a cloth at each of the open holes, he would pour water down another which he reserved for the purpose; as the deluge dislodged the rats from their retreat, they would appear at one of the traps, and be squeezed to death in the friendly cloth which awaited them at each aperture. In this manner materials for a dainty repast would be quickly secured. It was this class of individuals who now advocated the locust diet, so that I felt no desire to gratify my curiosity on that score, albeit the Scriptures may be quoted in support of it. The locusts were from an inch and a half to two inches in length; some of a deep red, others a bright yellow colour, with great apparent strength of wing, and of as hideous an appearance as any insect could well assume.

Bhagulpûr, thirty-six miles in advance of Monghîr, is a pretty station, at present only occupied by civilians. A King's regiment, the Buffs, were sent here in 1829. Some temporary barracks were hastily prepared for the men, and the officers were desired to shift for themselves. As they had the option of building houses or sitting under an Indian sun, they found means to adopt the former alternative, trusting to be secured against any severe pecuniary loss by the sale of their houses to the regiment which might relieve them. But the event clearly proved that they had reckoned without their host; for the Indian government in the plenitude of its benevolence and consistency saw fit, in the course of two or three years, to abolish Bhagulpûr as a military post, and the Buffs were forthwith ordered to Burhampûr, whither they marched, abandoning their newly-raised edifices. These, under the influence of an Indian climate, speedily fell to ruin for want of that repair and attention which the absent proprietors were unable to bestow upon them. The carcases of these houses still remained at the period I speak of, as monuments of the zeal and credulity of British officers, and of the consideration and liberality of the powers that were.

The country about Bhagulpûr is undulating and abundantly wooded. The roads are good, and the civilians' houses, with extensive compounds and well-supplied gardens, appear in every respect desirable residences. As we had before us three days of marching through jungles, we were here obliged to lay in supplies of grain, &c., since we could expect to get nothing in advance but game; and as we reckoned upon abundance of this, especially of the larger descriptions, we were desirous of replenishing our stock of ammunition. For this purpose a party rode off to a soudâgur's* shop, kept by a Bengali, who had all the

* merchant.

cunning of his race and profession in his eye, and all the ghi* of a thriving native† oozing out of the lubricous hide which circumscribed his portly person.

In every small station having an European community there is usually one shop of heterogeneous character kept by a Bengali, where you may either get a new shaft put to your gig or provide yourself with French kid gloves; where you may be readily supplied with a keg of pickled pork or a bottle of lavender water. The particular shop now in question was, as usual, dirty and in confusion, but without the redeeming quality of being an universal depôt for supplying all the wants of man. There happened to be a deficiency of the very articles we required, and to all demands or expostulations the Bengali had but this one observation to make, "How can I do?" which he drawled out with the most approved native accent. So we left him in his grease and stupidity, and returned empty-handed to camp, which in the mean time was swarming with cloth-merchants, who had brought for sale a fabric of silk and worsted, manufactured only at Bhagulpûr or in the vicinity.

At Kâhulgong, our second march from Bhagulpûr, we entered the shooting country which extended to the three succeeding stages of Pialapûr, Gungapursâd, and Sikri. Sirkundur and Musaha, a march before reaching Rajmuhul, are noted as the abode or resort of the rhinoceros: herds of them are occasionally fallen in with in this neighbourhood. Our road through the jungles was execrable. It is at all times very narrow, and was now almost impassable even to foot passengers, owing to heavy rains, and to its having been traversed previous to our arrival, but subsequent to the rain, by the Buffs and 16th Foot, on route to the upper provinces. The tracks of men, horses, hackeris, and bullocks, but most of all of elephants, were left in the mud, which in some places had dried and hardened, leaving a succession of deep holes, over or into which we groped and stumbled in the dark at the rate of a mile in two hours.

Just as the sun was appearing above the horizon we wound up the Tilly-gully pass. At the top of the ascent the gorge is spanned by a stone gateway of native construction. A solitary gun lies dismounted in the road. On the left, and beneath us at a considerable depth, was the valley of the Ganges, over which hung a heavy dank mist, extending as far as the eye could reach, and causing it to appear as though the ocean were spread out below us. To the right the mountain rose precipitously, and occasionally hung beetling over us, clothed with aged trees fast locked in the embraces of gigantic creepers. The steepness of the descent was rendered more fatiguing by the fragments of rock and loose stones which encumbered the road.

Our camp, near Gungapursâd, was curiously situated. The road, which had been narrow, and winding through a thick jungle, suddenly

* Clarified butter.

† A native's food is regulated in quality, and perhaps in quantity, by his means. The moment he is able to indulge he increases his consumption of ghi and sweetmeats, which amongst the natives of India infallibly induce a state of bloated pinguidity. Every rich native is fat: no matter how lean he may be when in comparative poverty, his gradual progress towards easy circumstances may be traced by a corresponding accumulation of flesh on his bones, until at length he attains to the crowning triumph of unwieldy corpulence. Seriously, I believe it would be difficult to produce an exception to this rule. Hence amongst the native population fatness in man or woman is sought after and honoured, whilst leanness is despised.

emerged into an open space, in extent just sufficient for our purpose. The officers occupied a plot or terrace raised above, and overlooking the streets of the camp. The mess-tent was pitched in a retired nook, completely screened from view, a circumstance which on arrival caused us some little anxiety, since this was generally the first object that caught our eye, and served as a beacon of rest and refreshment. On the edge of the forest which skirted our position were numerous date and Palmyra trees, varied with luxuriant clumps of bambû, and some stout thorns curiously knotted in the bark.

The inhabitants were, I suppose, so much delighted at our advent that they all fled or concealed themselves, lest they should molest or be any restraint upon us. During the day, however, we fell in with some puharis or hill people. They are rather a small but robust race, with round faces, flattened noses, and curling hair, exactly the reverse of the inhabitants of the plains. They were armed with bows and arrows of rude construction: the kûkrî, a large knife, is their invariable companion.

I well recollect the morning on which we marched out of this lonely glen. I had risen, as was my custom, at the first "taps:" by the time I had dressed, everything had been carried out of my tent and packed, and my servants only waited for my exit to let go all and place the tent, &c., upon the hackery which conveyed it. Whilst discussing my cup of coffee, more grateful from the cold morning air, my horse standing by my side, and toasting his nose before the burning straw, I overlooked, from the terrace on which we were elevated, the busy scene presented by the breaking up of the camp. The whole place resounded with the knocking and loosening of tent-pegs, mingled with shouts of "Hold on," and "Let go." Rows of huge fires, fed by the straw which had composed the soldier's bed, blazed up to a height of ten or twelve feet, marking the streets lately occupied by the different companies, and lighting up the surrounding woods. The darkness of night was illuminated only by these fires, the glare from which discovered groups of men scattered in all directions, some loading the elephants and camels, who were testifying their impatience by shrieks, or that strange gurgling noise peculiar to the latter animal; some were dressing and accoutring themselves; some feeding the fires with armsful of straw, and warming the butt-end of their muskets. Here was a baughi-burdar trotting past with his load; there a hackery laden waiting for the departure of the regiment.

Presently, through the din of the shouting and hallooing of servants, might be heard the bugle sounding the assembly. As the fires subsided into heaps of smouldering ashes, the soldiers deserted them for their rendezvous, and their places were supplied by the camp followers, who now crouched round, almost thrusting their shivering limbs into the burning heaps, which, when stirred, cast up a brilliant cloud of sparkling particles. Immediately behind, the scene was closed by a hill, which, from its proximity, appeared like a stupendous mountain. I was roused from a pleasant reverie by the last bugle call; the companies were formed, and marching into column, and in a few minutes the hills were echoing the notes of the band and bugles, which successively broke the stillness of these wilds.

Leaving Musaha two days after, a short march brought us to Rajmuhal, a ci-devant royal residence (as the name bespeaks), and still the abode of a branch of the Murshidabâd family. The Nuwab Mukhbar-

u-Dowlah (I think was the name) was the scion of fallen greatness, who now dwelt in this town, whose wane and decay seemed emblematic of his own fortunes. His domicile and suite, I fancy, were upon a scale befitting his reduced circumstances, as neither were very obtrusive on the eye. I should except some fine elephants which were piqueted on the road side, and which on inquiry appeared to be his property.

We encamped on the south-eastern side of the town, on a plain shelving towards the Ganges, our right resting upon the ruins of a palace, part of which has succumbed to the encroachments of the river. In the evening I wandered through this extensive pile, which commands a lovely view of the sacred stream from several of its dilapidated apartments. But, alas! roofs are now commingled with floors—walls have fallen out, and arches have fallen in—court-yards, where formerly refreshing fountains gushed up, are now choaked with shrubs and rank weeds—whilst snakes, rats, and jackals are become the substitutes for the bright-eyed houris who were here wont to disport themselves.

To the eastward, and somewhat detached from the large mass of ruins, is a small building which has apparently served for a mausoleum. The interior is of white marble; the mouldings of the doors and windows are ornamented with Arabic inscriptions, the letters of which are of black marble neatly let into the white ground: but the hand of the wanton destroyer has been active here, for as high as the arm can reach many of the letters have been extracted, leaving the blank cavities to witness to the barbarism of the European conquerors of India. John Bull is certainly the most remorseless of curiosity filchers. I found this building temporarily occupied by some outcasts, who were cooking in it, the smoke and filth from which have discoloured its once beauteous walls.

Advancing a short distance, I came upon another small edifice, supported by columns of black marble, which perhaps suggested it as a fitting receptacle for coal to supply the steam-boats which now run between Calcutta and Ullahabâd. To this "vile use" it is now applied.

In an open space within the original precincts of the palace three or four small tombs and monumental slabs mark the last resting-place of Europeans whom death has here overtaken. The quiet beauty of this spot, surrounded by the memorials of former grandeur, and blest by a prospect of his sacred stream, had not escaped the discriminating eye of the veteran Subadar who commanded our native detachment, for here I found his tent and that of his party. The Sipahis had just finished their frugal but ample repast (for natives are tremendous consumers, redoubtable trencher-men, although their food is plain), and having exchanged their inappropriate and misfitted regimentals *à l'Anglaise* for the flowing and graceful garments of their oriental costume, they had stretched themselves on the grass to smoke, and reflect with satisfaction upon the *forcible* arguments by which they had prevailed upon the villagers to furnish them with a gratis supply of firewood and other *et cæteras.*

I terminated my evening stroll by a visit to the bazaar, guided thither by the busy din of traffic and the harsh discord of wrangling beldames. The appearance of an European in a bazaar, unattended by a native servant, marks him amongst the dealers as fair game—an object on whom to practise every species of roguery and imposition, should he afford the desired opportunity by proposing to become a purchaser.

As we advanced on our march the weather became materially warmer, while the heat was of a decidedly Bengal character, and sensibly affected our powers of pedestrianism. The temperature usually varied 30° between daybreak and noon, ranging from 45° to 75° Fahrenheit. At this period of our march the mercury stood at 82° in the tent at mid-day; and not many days before, it had been as low as 36° when we struck our tents in the morning. Three marches more brought us to the bank of the Bhagirutti river, crossing which, we entered the Kâsimbazar island, on which Burampûr is situated. On 1st February, the forty-fourth day after leaving Ghazipûr, we marched into our new cantonment.

Marching in India during the cold season is a sufficiently pleasant mode of passing the time. The exercise promotes health, there is always abundance of amusement and occupation, and the daily change of scene is as congenial to the spirits as it is gratifying to the eye. The best of things, however, must be used in moderation, and *toujours perdrix* should be shunned most religiously: so, in this instance, we were satisfied with six weeks of wandering, and were quite reconciled to establishing ourselves in quarters for so long as it might please those in authority to leave us alone.

On the morning that we completed our journey, as soon as the parade was dismissed, a hungry throng hastened to the mess-room, where all was bustle and confusion. Quarters were to be chosen, and breakfast was to be eaten; and although all seemed desirous of performing both these feats, and a variety of others, with as little delay as possible, yet certainly the simultaneous accomplishment of the two first was almost impossible: at any rate, it is my opinion, that those who got the best quarters had the worst breakfast on that morning. Now strings of camels, hackeries, and baughi-burdars were pouring into the square. Our number was augmented by those officers who had accompanied the water party, and by some arrivals from England who had here awaited us. Every one's face was gladdened—inquiries, communications, and jests were bandied round the breakfast-table. But now the postman made his appearance, burdened with the accumulated letters of weeks; in a few moments a distribution had taken place, and silence prevailed, broken only occasionally by some announcement of general interest.

In the first of these papers, when cursorily mentioning the exclusion from Staff employment of King's officers in India, I expressed an intention of reverting to that topic at some future time. I find that I have not yet fulfilled my promise—an omission which must scarcely be attributed to forgetfulness, or to an idea that the subject is of trivial importance, but rather to a disinclination to enter upon a discussion which has been a source of discord where concord only should prevail.

This is a question on which the officers of the Company's Army have shown least toleration. The monopoly of Staff employments is a principle which they never have, and in all probability never will concede. Still were I to withhold my feeble aid from advocating the rights, and simply the rights, of the sufferers from such a system of exclusion, I should be faithless to myself, and to those of my comrades who may be serving in India. However angry and uncompromising a spirit may have been hitherto evinced in this controversy, I trust, in the few words which I shall dedicate to it, to avoid giving offence to those who may conscientiously hold an opinion averse to that which I entertain.

It appears to me that the parties have never fairly joined issue, or mutually understood the claims and intentions of each other. The Company's officers seem to believe that the King's Army entertains a design of interfering generally with the Staff patronage in India, and a wish to hold appointments exclusively connected with the Company's Army. This is erroneous. The King's officers can only desire to participate in those Staff situations which may in fairness, and with convenience to the Service, be common to both Armies, and which the officers of either are alike capable of filling efficiently.

There are some few appointments which are open to the two Services, such as the command of divisions, districts, and garrisons, in which both have shared, and certainly the King's Army has not been permitted to usurp more than its due proportion of these. The same rule has been observed with regard to the personal Staff of the Governor-General and the Commander-in-Chief.

Again,—there are a few solitary instances where each party is as it were independent of the other; either army having its own Adjutant and Quartermaster-General, with subordinate functionaries: but whilst the Adjutant-General of the King's troops is assisted by one deputy, who is at head-quarters, the corresponding officer in the Company's army has an assistant or deputy in each of the military divisions of the presidency. As for the Quartermaster-General of King's troops, his cortége is on a still more limited scale, for in these latter piping times of peace he has not required any one to help him in the arduous duty of doing nothing. We will next notice those departments in which King's officers may have no claim for employment: of these I would enumerate the military department of Government; superintendents of canals or roads, where officers from the scientific arms of the Service should be exclusively employed; the audit and pay departments; Paymasters of native pensioners; Deputy-Assistant-Adjutant-Generals of Divisions; Fort Adjutants, if intended as sinecure appointments for maimed or worn-out officers; and the department of public works, in which many officers of the line are employed. There are likewise many others connected with matters having little or no reference to the King's army, which might be added to the above.

Of the staff employment, in which I consider the King's officers justly entitled to participate, I would name the commissariat and stud departments; those of the Surveyor-General, and Judge-Advocate-General, and Brigade-Majorships. A fair quota of these, proportioned to their numbers, ought not in justice to be withheld from them: their share might be small, but however trifling, they should enjoy it, and the untenable principle of monopoly be destroyed. It cannot for a moment be denied that there are in the King's army in India many officers possessing every qualification for employment in the above departments. In most of them a thorough acquaintance with the native languages is now (and only recently) held to be indispensable. Several King's officers possess this, and were the appointments thrown open to them it cannot be doubted that more than enough would hasten to pass the prescribed examination. I have seen no valid reason assigned for their non-participation to the extent I have pointed out.

In a military journal, published in Calcutta, the circulation of which seems to be almost exclusively confined to India, an article in defence

of the monopoly appeared some two or three years since, under the signature of "Black Bess." The writer was, I believe, considered by his party to have stated their case in irrefragable terms, and although to others it may have appeared that there was much both in the tone and tenor of the letter which was objectionable and untenable, still I am not aware that any one came forward with a reply, mainly, I believe, from a disinclination to fan into a flame the smouldering embers of discord. I have not at hand the periodical in which the article in question appeared, but I can furnish an extract from it sufficient for my present purpose. The following are the grounds upon which "Black Bess" maintains the justice of excluding King's officers from the staff of India:—

"That this country (India) is under the particular rule and dominion of *our* masters, and that we (the Company's army) are not only their particular servants, but that we, and not the King's forces, form the army of this country; the amount of the Company's forces being 250,000 men, and of King's troops 17,771, at the three presidencies. The troops of his Majesty are *mere auxiliaries*, a fluctuating body, not in any way connected with the country or its rulers, who, as it is, have a pretty vast sum to pay for their services. It was by us that firm footing was originally obtained in the country, and by our unaided exertions that by far the greatest part of it has been conquered; for it is only of very late years that so many royal troops have been in the country. It is by us too that the *real* duties of the state are done, and the country maintained."

Without stopping to inquire whether there is much of modesty and liberality in the above declaration, I will proceed to consider the first portion of the quotation, with reference to which I would submit, that if, whilst Her Majesty's troops are serving in India, and are paid by the Company, they may not be considered their servants, still so long as those troops are employed voluntarily by the Company on their own behalf, and perform their duties satisfactorily, they are entitled to as much indulgence as any other portion of their army. It cannot be credited that our gracious Sovereign would lend to the Company a body of her own faithful troops, and intentionally suffer them to be placed in a less favourable position than the army with which they are destined to serve, and share the chances of war and a deadly climate. Nor should the Company show such slight or disrespect towards their royal mistress, as to venture upon so unworthy a proceeding.

Neither do I see any grounds for the exclusion, from the circumstance of the Company's army being ten or twenty times more numerous than the Queen's troops in India, unless it be admitted that *might* should prevail over every other consideration. Because Her Majesty's army in India is a comparatively small body, is it therefore to suffer from a system of exclusiveness which is injurious to it? But although it be relatively insignificant in point of numbers, I would ask whether it should not rather be considered with reference to its actual value and influence in India? Viewing it in this light, I think the Queen's army will be estimated at something more than it would seem entitled to by its mere strength in figures. But again, the proportion of officers with these Queen's troops is more than double what would be found with a similar number of native troops, so that in the present case, which has

relation to officers only, no such disparity exists, as it is endeavoured to establish by quoting the numbers of each army in the aggregate.

It has ever been the short-sighted policy of the selfish and ungrateful to underrate past services, when there is no immediate probability of a necessity for future ones. We need not, therefore, marvel at the declaration that the rulers of India have "a pretty vast sum to pay" for the services of these auxiliaries. Without possessing the gift of prophecy, it may be predicted, that the wisdom of those rulers will teach them to retrench many "vast sums" in other quarters before they dispense with the services of this portion of their military force.

In disputing the correctness of the next assertion, I wish not to detract an iota from the glory of the native army, to undervalue its deeds or its capabilities, but to acknowledge that it was by its unaided exertions that the conquest of British India was achieved, would be a glaring injustice to her Majesty's troops. Before such a statement can be borne out, history must be rewritten; the names of gallant soldiers, both dead and living, of every hard-fought field and fortress dearly won, must be forgotten. The number of many a well-tried regiment must be blotted out from the British Army List, and the record of its deeds effaced from the Indian military annals.

There is another paragraph to which it remains for me to advert: it is this—"It is by us too that the *real* duties of the state are done, and the country maintained." This is a sweeping clause, and not very complimentary to the auxiliaries. But fortunately the same writer has, in other parts of his letter, conceded, perhaps inadvertently, to the King's army what I presume is the *shadow*. This *shadow* is best described in his own words: thus in one instance he writes,—"Their (European corps) regimental duties are undoubtedly more onerous and harassing than those of native" (corps). Again,—"They (King's troops) are employed in the event of a very serious war with some powerful chieftain, or against some particularly strong fort." And on a third occasion he declares that "they (King's troops) are placed in the foremost ranks when anything is to be done."

I think we may rest satisfied with this enunciation of our case, which is sufficiently explicit as to our merits, perhaps even more so than modesty might have permitted, had it emanated from one of ourselves.

Here I will take leave of the topic: sincerely deprecating a discussion which arrays in opposition the claims of two Services whose interests ought to be indivisible, I gladly refrain from enlarging any more upon the subject; content to have pointed out how far, in the one party, it may be just to claim, and in the other reasonable to concede, a participation in those offices of trust and emolument, which, under the present system of monopoly, have proved a source of contention.

BARBAROSSA.

STORIES OF GREENWICH. BY A MODERN ASMODEUS.

No. V.

MY LADY'S HOLD.

SATURDAY night was ever, in days of yore, to which this story will carry back the reader, kept and celebrated while three or four could be brought together, or while a bottle of grog was to be had in the ship. The cockpit mess of the ——, 74, generally found the demand for the "stimulating liquid," although inconceivably great, not much more than the supply was equal to; and therefore Saturday night came sometimes more than once a-week, and whenever it made its appearance it lost not one ray of its glory. The members of the mess at the present time were, however, considerably reduced in point of numbers, the ship having been three years in commission; but, notwithstanding the effects of "death and promotion," a sufficient number still remained to enable them to do ample justice to the all-enlivening sociality of the evening. Here the song went its merry and never-ceasing round; and, although it was pretty well known what each would sing when it came to his turn, still the same attention was apparent on the countenances of the party as if the song had been one of the last composition. One would favour them with a dozen verses of some ditty perhaps more common than proper; while the next would amuse them with some musical narrative of what took place, when

"On Gosport beach he landed."

But although applause was liberally bestowed on each successive performer, yet the championship of Tom Armstrong was universally acknowledged; and no applause equalled that which was awarded when, with a stentorian and not very well tuned voice, he sang his "Saturday Night at Sea:" the burden of his song, and which formed a chorus in which all hands joined with the full force of their lungs, was nearly as follows:—

"And Saturday night still comes, my boys—
Let's drink to Poll and Bess."

Such, then, was the merry strain which found its way almost to the quarterdeck of the ship, at the moment when I would introduce the courteous reader to the resting-place of these "male sirens." At one end of a deal table, whereon accident or design had carved as many lines, forming as many angles and figures as the renowned Euclid ever invented, and exhibiting as many stains of various hues as Arrowsmith's last new-coloured map,—sat one of the "old school young gentlemen," one who had long faced the storm and derided the perils of the deep—not willingly, however, but "upon compulsion," for he could get nothing better. He might, had it been possible to have procured a register of his baptism, have been found rather over than under thirty years of age; but salt junk, salt water, grog, and tobacco used in two different ways, had conspired to make him forty in appearance. Upon his head he wore a woollen nightcap, originally red, from under which escaped "unkempt" a profusion of dingy brown hair, to which was firmly united a huge pair of untrimmed whiskers of a dark clayey

colour. Two small twinkling grey eyes gave utterance to a thousand jokes as their glances found their way from under a pair of bushy overhanging eyebrows; and a mouth provided by "all plastic Nature" with convenient ducts at each corner to carry off the exuberant juices of the Virginian weed, exhibited the best part of a once-formidable row of teeth, now in a very blackened and dilapidated state. A striped or checked shirt, much open at the neck, was secured in some measure by a red and black bird's-eye pattern silk bandanna tied round his throat in such a way as proved he had never studied the "art of tying the cravat." The upper part of a pair of blue, not superfine, cloth trousers was just visible above the table. A jacket, which had acquired a very close and intimate acquaintance with every part of the ship but the Captain's cabin, adorned with what had been once shining brass buttons, bearing the impression of an anchor and cable, though now bronzed by the corroding action of the salt spray, covered a Herculean pair of shoulders, leaving exposed, from the shortness of the sleeves, about six inches of wrist in addition to a hand of the most fearful description. The jacket above mentioned bore a close resemblance to that garment known by shoregoing people as the "spencer," afterwards so fashionable, since it reached well below the loins, and therefore differs materially from that now in use termed "short," or by the Admiralty Dress Regulations, "a round jacket without skirts." The remaining part of this worthy's dress was of a piece with that already described; and it is much feared that the suit of clothes in his bag—for few had any use in those days for a chest—would not prove, on a close examination, to be much better.

Such at this moment was Mr. Thomas Armstrong, Master's Mate in his Majesty's service, and caterer, when there was anything to eat, of the cockpit mess. The strength of his arm, more than his seniority, managed to keep him the undisputed "dictator" during a long period of troublesome times, and amongst a most mutinous, or as they are commonly termed radical, set of messmates. Tom, by dint of good luck, had held the rating of Master's Mate for the last ten years; and he was often heard to remark that if he behaved himself properly, he should most likely hold it ten years longer.

The table was garnished with a basket of broken biscuit, two bottles supporting lighted purser's dips, and a third of pretty considerable dimensions—in fact, a lime-juice bottle half full of rum; a black jack, containing some *black* water, and drinking utensils of various sizes, colours, and composition, were disposed upon it in elegant confusion. The party were screened from observation by some condemned hammocks converted to that use, one of which lifted up to form an entrance. Before Tom, however, in particular, was an old "*compagnon du voyage*," a "big-bellied bottle." This said bottle found its way, as regularly as seven bells came, to the grog tub, to which part of his duty Tom always paid particular attention. The bottle in question attended merely as an auxiliary for the purpose of receiving the overplus which the mess bottles would not contain; but it so happened that it always left the tub with about a quart and a half-pint in it. When, however, it reached the cockpit, it and the contents became the exclusive property of the caterer, and, barring the half-pint, was generally safe under hatches in Tom's "private spirit-room" (*i. e.* under his jacket) ere the

summons of the Master-at-arms to "douse the glim, gentlemen," was heard.

It would be unfair to pass over the congenial elements by which Tom was at this time surrounded without a remark. One of the party, a thin-faced man with a purple nose and a narrow pair of shoulders, over which hung a quantity of lank black hair, was decidedly the best dressed man present. The sparkles emanating from his usually languid black eye now told that "Saturday Night" had imparted its all-enlivening quality to his senses. He joined lustily in the chorus, and at the end of each stanza was observed to "drink deep" of the horn-cup which else was nervously clasped in his attenuated fingers. This was the Captain's clerk, the only man of the mess who wore a shirt which had ever been designated white. He performed the office of vice-president; but fearing a summons from the Captain, he evidently felt that he could not give full way to the carelessness and joy so marked in every other face. The right-hand supporter of Tom Armstrong was the Doctor's mate, who permitted Tom to call him "Saundy," but no one else—to all others he was "Doctor, or "Doctor Shane." The doctor's complexion was red, hair red, eyes red, his temper fiery red, when he found any one on whom he could exert it; and at this moment he was "red-hot with drinking."

Tom had some difficulty in convincing the Doctor which had the strongest arm. When he had done so, however, there was no farther dispute; but to all those less strong than himself, he, the Doctor, was a perfect tyrant. Now, Tom was an exceedingly good-tempered man, if left alone, and suffered to do as he liked, but he was quite absolute in his sway, and as often lent the weight of his arm to keep a youngster from a drubbing as to give him one. On his left was sitting, not so demurely as was his wont, poor "Boots," the youngster of the mess, a fair-haired boy of about fifteen. The situation of Boots in those days is one which it requires a short disgression to elucidate.

Eight bells (noon) had struck—the dinner was on the table—poor Boots was hungry enough to have eaten anything—salt junk, salt pork, pea-soup, dog's body, biscuit, duff—it was all the same at that moment—he had been keeping the forenoon watch, and those who know the effect of a four hours' walk on the maw of a youth can imagine *how* hungry he was. Yet, seated at the lower end of the table, and not daring in so despotic a company to complain, he with a longing eye watched the good things fast disappearing ere his turn approached. At length one after another was served, and his turn was coming. A piece of beef was handed him; his knife was ready, and so were his teeth, when, lo! ere the one or the other had time to commence operations, his ears were assailed with a hoarse sound proceeding from no less a personage than Tom—Tom called "Boy!" Now, whenever Tom called without receiving an immediate answer, he used to ask something in the shape of a question, such as "Where's that &c. &c. &c.?" I leave the reader to dispose of the *et ceteras* as he pleases. Suffice it to say they signify oaths, rich and racy, and which at the present day are happily "rare."

The reader will no doubt thank me for allowing him this license, and if he is a sailor will most likely, as the old boatswain would say, "know what I mean." [illegible]d—in this case the boy was in the galley;

and Tom asked his customary question, "Where's that &c. &c. &c. ?" This question remaining unanswered, Boots, being the next in rank, was summoned. "Jimmy," said Tom, in a voice as full of blandishment as his commanding tongue was capable of—"Jimmy, go and fetch me a pot of beer." In an instant the knife was dropped, the untasted morsel left, and with a heavy heart, though nimble step, he ascended the cockpit-ladder, carrying with him a tin can, in obedience to the order he had received. Beer was at this time issued as long as it lasted, a cask being broached on the main-deck, from which the crew obtained as much as they liked to drink. Here a long rank of men were waiting their turns, and poor Boots, standing at the top of the ladder, beckoned one of the men to go to get his can filled. The man willingly obeyed for more reasons than one—he served himself as well as his officer. "Make way for an officer's pot," the officious tar roared out, and no one offering to dispute the claim, the cunning fellow took care to help himself and assist his friends ere he returned the "officer's pot" to impatient half-starving Boots.

Having returned to the cockpit with the beer, poor Jimmy would attempt to get through the tepid morsel before him, which he would hardly finish before the dinner would be removed, and he remain almost as hungry as ever, and often be obliged to fill up the chinks with soaked biscuit. Such then, after apologizing for this departure from "Saturday Night," was the fair-haired boy. Such was once "mamma's darling"—such the treatment or schooling endured by the aspirant for naval fame. If, on the contrary, the boy had attempted to sulk, and had not cheerfully complied with the commands of an "oldster," his case might have been much worse. Seven or eight others were ranged round the table, some a little better dressed, but generally much after the "Armstrong" style; their ages might have varied from twenty to thirty. To all the chorus was alike inspiring, and loud and long continued were the sounds of applause as Tom finished it. "Long life to you, Tom,"—"Health and song, Tom,"—"Speedy promotion to you, old boy, and soon,"—"Hurrah! for Saturday night;" these and many others were the compliments heaped upon Tom, and they appeared to have an unusual effect upon him, so much so, that he produced an extra bottle of grog, much to the delight of all hands, and pouring out for his own use a good stiff glass, proposed "Sweethearts and Wives, and may we soon be among them." This toast was as quickly responded to as given, and each one drank a bumper. They had hardly finished, when a young man, enveloped in a large rough coat, came rushing down the ladder, calling out all the way as he came along, "The Lizard Lights! The Lizard Lights! Hurrah, my boys, Old England for ever!" In an instant there was one general cheer fore and aft, for the men heard the report, and the sound, to the ear which has been so long a stranger to it, communicates such a thrill of delight, as to be known must be felt. If the party were before elevated, they were now ten times more so. The song and the glass were resumed as soon as each one had satisfied himself of the truth of the report, and circulated with increased celerity, until all the grog was pronounced expended. Tom's stock was not, however, quite out, for after searching again, he found two bottles of brandy, which in the unusual warmth of his heart he placed on the table. When taking to himself the "lion's share," it soon began to make an impression which his oldest messmate had never before wit-

nessed. His good humour increased in an unexampled degree, but it was becoming evident that as the song went round with the sun, so Tom's optics became wilder and wilder; his speech too became thicker, and moreover he seemed more than ever attached to his song, which he every minute introduced, beautifully diversified, for his powers of composition seemed to come to the aid of his memory; he could not, however, manage more than two lines.

"We'll drink, we'll drink!" Here he suited the action to the word; he half-filled his tumbler with brandy, when forgetting to put any water to it, he drank its contents, and like the dying swan, "fading in music," he sang—

"And Saturday night still comes"—

Here a pause ensued, he lost his equilibrium, gave a heavy lurch, and rolled under the table. The doctor proceeded with a grave face to feel his pulse, when with a look of much concern he pronounced him D. D.

It next occurred to them that they should bury him, and after a short consultation as to which was the most fitting and proper place, the point was decided. In line-of-battle ships, in those days, the gun-room was merely divided from the lower deck by a rope netting, that place being only used occasionally as a school-room. At the after part, as now, were two cabins, occupied one by the gunner, and the other by the junior Lieutenant of the ship. There was an old sailor set apart from more active duty, on purpose to keep the gun-room clean, who was rated "Lady of the Gun-room," and abaft all, on the starboard side of the stern-post, was a scuttle which led down into the wing transom of the ship, and formed a kind of stow-hole, to which the "Lady of the Gun-room" laid claim, and the place was commonly known as "My Lady's Hold." This, then, was the place on which all parties, immediately it was mentioned, fixed, and "Jimmy" was accordingly despatched to find out "her Ladyship," in order to obtain the key of the padlock which secured the hatch bar. These preliminaries settled, a grating was procured, and old Tom, perfectly unconscious, was with great form stretched out at full length upon it. A tarpaulin was then brought, and spread over him, when four of the party lifted him on their shoulders, and four others walked at each corner as pall-bearers, holding the tarpaulin, which served as a pall. The remainder followed, playing the "dead march" with scrapers and holystones, and in this style he was carried up the cockpit ladder, and after parading him round the lower deck, the procession walked into the gun-room, and setting the body down, they chanted over him, accompanied by the instruments before mentioned, a verse of "Saturday Night," lowered him into "My Lady's Hold," and replaced the hatch.

The party then returned to the cockpit, and recommenced their carouse: they broke open and ransacked every locker in search of the "stimulus," of which they found a sufficient quantity to render each of them, Boy of the Mess and all, so gloriously, or rather ingloriously oblivious, that it might have been said with much truth, they drank of the waters of Lethe, for on the following morning most of them were under the table, and had totally forgotten their frolic with poor old Tom Armstrong.

"Ha! you, Sir!" said the Honourable George Cumming, to a

rough-looking venerable old Quartermaster, who was engaged greasing the hide tiller-ropes to prevent their creaking, which had caused great annoyance to the "gentlemen of the gun-room;—"Take care you don't drop any of that filthy stuff on the table-cloth." "Ay, ay, my Lord," responded the Quartermaster. "Table-cloth, is it?" muttered the old man to himself,—"I've seed the time when"——the rest of the sentence was lost from the inward tone in which it was spoken.

The table-cloth for which the young gentleman (whose jacket bore the much despised "carpenter's chalk-line" edging and livery badge on the collar) demanded care was certainly deserving it, for it was of the finest damask, and beautifully white. The table was laid out for dinner, and the time (three o'clock) fast approaching. Every thing was in the best possible style—lots of silver forks and spoons, plates, "Wedgewood's best," handsomely cut glass decanters of wine, with wine-glasses and tumblers of the same pattern, mats for a large number of different dishes, and, in fact, equal to the table of any Captain in the Service. A handsome beaufet bore evidence to the extensive stock which had been laid in, from the quantity of valuable reinforcements which stood and were hung round it. The guns were painted white, with white rope for breechings and tackles; and the ship's sides, and all the bulkheads were also white, with gilt mouldings. All around a profusion of cocked-hats, cloaks, swords, quadrant cases, writing-desks, &c. &c., were strewed about, of which the owners appeared perfectly careless. About twenty young noblemen and gentlemen were either lolling about on two handsome couches abaft, or sauntering up and down the gun-room, together with the usual occupations of flute-playing, &c., during the time which intervened between that and the dinner time.

"How is it," said the young Lord Tinkler, in a fine aristocratic tone of voice, to the Quartermaster, "they can't find some plan for doing away with that cursed thing?" pointing to the tiller. "I knock my head against it nearly every day."

"May as well knock an empty water-cask," murmured the old fellow, *sotto voce*, not appearing to be listening to the question.

"I declare it's quite a bore," continued his Lordship. "Can't you think of anything, old Brown?" said he, addressing himself more pointedly to the Quartermaster.

"Why, moor her, head and starn, to be sure," said the old man in a gruff voice; "and then you can unship it, and stow it away below."

"Ah! very good thought. But how d'ye mean—'moor her head and starn?'"

"Why, like the convict ship in the harbour, to be sure," said a youngster, whose astonishing penetration struck them dumb with surprise.

"What are you talking with that old beast for?" asked the first speaker, the Honourable George Cumming, of the young Lord Tinkler.

"Old beast, eh?" growled the old man, in rather a loud tone.

"Why, Cumming," responded my Lord, "you know I have got to pass in seamanship in a day or two, and 'tis as well to know a few things, in case some stupid brute of a Captain should ask me any questions."

"Psha! nonsense!" interrupted the Honourable George; "questions, indeed! Why, when I passed my examination, a month ago,

one of my passing Captains was twenty, and another a hundred miles off; and are you so silly as to think that you, Lord Tinkler, the son of one of the most powerful noblemen in the kingdom!—do you suppose any Captain would turn you back?"

"Old beast, eh?" growled old Brown again, who continued rubbing away at one part of the rope, and grumbling to himself. "Five and thirty years' service—old beast, eh? Twenty years' petty officer—old beast, eh?" and he might have continued in the same strain, had it not been for the Honourable Gentleman's having asked him if he would like a glass of grog.

"Thankee, my Lord, don't care if I do," said the old man, who made a rule of "my Lording" all hands, as he said, to avoid mistakes.

"Here, Steward, give this fellow a glass of grog."

The Steward made his appearance, dressed in a clean white jacket, and much in the style of a gentleman's butler, bearing on a neat plated or silver salver a tumbler a third full of brandy, and some water in a jug, which he offered to old Brown.

"I'd as lieve have rum," said he to the Steward.

"Got none; never takes any up," replied the Steward.

"I've seed the time when"—murmured old Brown; but he still left the conclusion of the sentence a mystery: he then tossed off his grog, and was about to go on deck, when the inquisitive Lord Tinkler called him aft, to question him concerning a small hatchway he had discovered.

"Here, what place is this, old Brown?"

"Why, don't you know?" he replied, with a look of disdain; "but there, how should you? Why, that's what they used to call 'my lady's hold.'"

"What!" said half-a-dozen young scions, closing round him. "My lady's hold! What's that?"

"Why, that place belonged in my younger days to the 'lady of the gun-room,'" growled the old man.

"Lady of the gun-room! Lady of the gun-room!" reiterated the still more astonished group. "Who's she?"

"Why, don't you know that?" answered the old fellow. "Why, I thought everybody knowed that?"

"Let's see what sort of a place it is," said Lord Tinkler. "Suppose one of my passing Captains should ask me the question; he may, you know."

Accordingly, one of the carpenter's crew was sent for, and they contrived, after much trouble, to get the place open, for it appeared to have been closed very many years. One of the most hardy, and least careful of soiling his *gloves*, then volunteered to descend into this place on a kind of voyage of discovery. He had no sooner got down, however, than he gave a loud and rather feminine shriek, and with a face as white as his pocket-handkerchief sprung up out of the place.

"Why, what is the matter?" exclaimed they all; but he was so exhausted by the fright that he was obliged to drink half a wine-glass of brandy and water ere he could make the dreadful disclosure—"There's a dead man down there!"

"A dead man! a dead man!" resounded from one to another, and caused uni[illegible]rise and consternation. Old Brown lost no time in satis[illegible] the cause of the uproar, but instantly jumped

down; when, after a few minutes, to the horror and astonishment of the whole party, he hauled up after him a strange, horrid-looking being in a red cap and worm-eaten clothes, and a face scarcely visible from the quantity of hair which was upon it.

Old Brown stretched him out on the deck, and was proceeding to look at him more closely, when, to the unspeakable astonishment of all hands, the dead man gave evident symptoms of resuscitation, for after raising himself in a sitting posture, and giving two or three most unfashionable yawns, rubbing his eyes, and looking around him, as if he was anxious to dispel some extraordinary illusion, he, in a voice of thunder, roared out—"Boy! boy! where's that &c. &c. &c.?" but all about him were so electrified, or rather petrified, that no one essayed to answer him.

At length the Assistant-Surgeon, whom the cry of "a dead man!" had brought to the spot, advanced through the crowd around to tender his assistance; when his offers were met with the most profound astonishment on the part of the strange being, and the startling question of—"Who the —— are you?"

"I!" replied Medico, starting back and seeming agitated; "I—am—a—Doctor."

"You a Doctor?" asked the strange being, with a supercilious look; "you be ——! Saundy! Saundy!" vociferated he, in continuation, "Jimmy! Jimmy! Why, where the &c. &c. am I?" Here the astonishment of the strange man appeared to equal that of the surrounding group; and for some time they gazed at each other in silence. "Where am I?" again asked the man with the red cap and worm-eaten jacket.

To this question the Honourable George Cumming, as the senior there, and who undertook to order the outlay of the mess-money, stepped forward, and answered as follows—"This is the gun-room of his Majesty's ship ———."

"You lie! you lie! you &c. &c. &c. I am First Master's-mate of that ship! You lie! you &c. &c. &c. Where's that —— Doctor? the &c. &c. He spiced my grog last night, &c. &c. &c. I'll twist him for it, the &c. &c. &c." The rage of the insulted Honourable was only equalled by his surprise at the horrid vulgar language with which the insult was accompanied—for the reader must know that each *et cetera* is the cloak of an oath. "Here, boy! boy! Brown! oh, you thundering &c. &c."

Here old Brown, who had hitherto stood by a silent spectator, rushed towards him, and looking the unaccountable being full in the face, exclaimed—"I'm —— if this ain't Mr. Armstrong what was missed forty years ago when I was Midshipman's-boy in this ere very ship! What! don't you know Sam, Sir?" continued old Brown—"young Sam, what you used to kick so?"

"You Sam!" returned the strange being. "Why, you're a —— old liar, &c. &c. &c. I'll pound that Saundy when I get alongside of him, for spicing my grog last night."

But the strange, rambling, incoherent discourse of this singular being had made such a stir in the ship that it soon came to the ears of the Captain, who now made his way into the gun-room. He approached the scene of uproar just as the man with the red cap on had made shift

to get up and seat himself on one of the couches before mentioned. The Captain looked at him earnestly for some time, and then, as if the party had not been already sufficiently astonished, he exclaimed aloud—"Why, it's my old messmate, Mr. Tom Armstrong! and now I remember we buried you in 'My Lady's Hold' forty years ago!"

By this time the singular being began to be accustomed to what he saw and heard; but still he rubbed his eyes and shook himself as if he fancied himself dreaming. The Captain then approached him, and taking his hand—the hand which had often inflicted summary punishment on his body—looked at him again and again. "What!" he said, "don't you know Jimmy?"

"Jimmy! Jimmy!" exclaimed the old man—for he certainly was an old man—"Jimmy, my boy! is this you? Well, then, Jimmy, get me a glass of grog, my boy!"

* * * * * *

"Strange, incomprehensible story that!" I exclaimed, after the substance of the above narrative had been told me; and I was obliged to state my doubts of the veracity of the old man who related it, although he professed to be the identical old Brown the Quartermaster. He assured me it was every word true; and that the cause of Mr. Armstrong's having been kept alive so many years was the large quantity of rum and brandy he had swallowed, which, from the confined atmosphere of "My Lady's Hold," had not evaporated; and that from this cause, at so distant a period, he was spared to witness the immense change in the comforts of a Midshipman's berth in a line-of-battle ship.

PETER PIVOT'S LETTERS FROM NEW BRUNSWICK TO HIS FRIENDS AT THE DEPÔT.

No. VI.

I now propose giving you, as promised in my last letter, an account of an excursion up the valley of the St. John, above Fredericton, to the remote settlement of Madawaska.

We left head-quarters on a fine morning, late in September, in a two-horse waggon, hung upon the wooden springs in common use, as alone capable of resisting the action of wheels over the rugged paths, which too frequently pass under the imposing and deceptive name of high roads in this part of the world. Some miles above Fredericton we passed Indian Village, the principal residence of the Milicite Indians: it contains from sixty to seventy low wooden huts, with a chapel and house for the priest, and a successful hunter has built a large two-storied house, which he occupies—not altogether to the satisfaction of his brethren, who, of all men, are most averse to innovation of any kind.

We next passed French Village, a straggling settlement of Acadians, which supplied us with canoe-men for our ultimate progress up the river: the Acadians manage these frail barks quite as skilfully as the native Indians, and as they are moreover cheerful, and light-hearted, most travellers prefer their society to that of the dogged and melancholy red man. The road now passed through a colony of "imported

negroes:" their log huts are in all respects inferior to the Indian wigwams, and it cannot be denied that the experiment which has here been tried, of converting the slave into an industrious and independent freeman, has proved a decided failure. Leaving these piebald settlements behind us, we crossed the river, sixteen miles from Fredericton, into a district more rugged and broken than that which we had left, and the belt of cleared land along the margin of the water is in many places so narrow that the dark forest approaches to the very gates of the farmsteading; one is, indeed, surprised to observe how frequently worthless land of this description is cleared at vast labour and expense, while the country abounds in excellent soils, and even upon the same property may often be found uncleared uplands of a very superior quality; but the people everywhere cling with the utmost tenacity to the banks of the rivers, where there is generally some island, or other strip of alluvial soil, to compensate for the poverty of the land adjoining to it, and in all new countries where roads are few and bad, the immediate vicinity of a river is of primary importance in the choice of a location.

We had been upwards of nine hours on our journey, and had completed a distance of only thirty-four miles, when our jaded horses drew up at one of those tavern farms which here accommodate the traveller with bed and board. I have little to say in commendation of these houses of entertainment, where the usual relations between guest and landlord are totally reversed, and the former taught to feel, on crossing the threshold, that he, and not the host, is the person obliged: there is small comfort to be found in most of them, and least of all, that sedulous desire to please which reconciles one to bad cheer. We were resolved, however, to take things as they came, and we found that by adapting ourselves to the customs and manners of the people we could generally command attention to our wishes: on the present occasion our landlady evinced a laudable alacrity in providing for our wants; mutton chops with cranberry sauce were soon smoking on the board, and a cold apple-pie with cheese—genuine American concomitants—completed the repast, while the tea-tray—the invariable accompaniment of every meal—supplied us with a wholesome beverage.

At day-light, on the following morning, we were again upon the road: the opposite bank of the river presented, for many miles after starting, an unbroken wilderness, with one small clearing near the river, where the proprietor of this valuable property has built a house and offices, to which the sounding title of the "Barony" has been given. These extensive grants have much retarded the settlement of the country; they are invariably to be found in the most desirable situations, and, while they contribute nothing to the public service, they rise in value with every improvement that takes place around them, until the period arrives when they can be sold to advantage. The legislature ought at once to follow the example of the adjoining states, and tax these wilderness estates, so as to compel their proprietors to bring them upon fair terms into the market.

Eighteen miles of wretched road, through a generally poor and stony district, brought us to a tavern, where we baited our horses, and repaired the vehicle, which had sustained some damage from the ruts, rocks, and corderoys over which we had passed. We ourselves had endured not a little from the same cause; but, regardless of our own sufferings, we

again pushed forward, at our waggoner's command, enjoying new vistas of wild woodland scenery at every turn and angle of the road, which winds its broken way along the rugged bank of the St. John. There is nothing inviting to the agriculturist or settler in the general appearance of the land we had hitherto passed over on our morning's ride; the soil is poor and stony, and in some places masses of granite are the only crop which nature seems disposed to yield. At a future period, when the log hut shall be replaced by the neat cottage, and the framework abode shall give way to the substantial manor-house, these blocks of granite may be turned to good account; at present they furnish excellent grind-stones, which the vicinity of the river affords the ready means of transporting to a distance.

A few miles further brought us to Gibson's mills, an extensive and thriving establishment of grist and saw mills; altogether the most purpose-looking concern we had yet seen; and soon afterwards the road runs for some miles along a natural terrace, considerably elevated above the bed of the river, upon which are situated some excellent farms; one in particular attracted our attention: house, offices, and fields, were all in high order and repair; good fences, cattle fat and sleek, barn well stored; everything, in short, forming a bright contrast to the slovenly and neglected farms of almost all the old settlers in the country. We stopped to make some inquiries relative to the proprietor of this thriving farm: it was almost unnecessary! He was a practical farmer from Ayrshire, who had been only three years in the country, and had already shown his "lumbering" neighbours what the energy, skill, and industry of an "old countryman" can accomplish. Will they follow his example? No! While a stick remains in the forest they will stick to lumbering, and neglect their farms, until, one after another, want and ruin overtake them, and the present race of agricultural woodsmen shall pass away entirely.

A few miles above the Ayrshire farmer's domicile we again crossed the St. John, into the parish of Woodstock, one of the best corn districts in the province: the steril and stony banks which too frequently rise abruptly from the water, here disappear, and, as in other favoured parts of the valley, Nature fully atones for previous miles of indifferent soil: her wild and rigid features are relaxed; the rugged cliff and broken hill no longer hold the river in their stern embrace, but, receding to a distance, leave an ample plain of great fertility, along which we drove for some miles through the prosperous settlement of Woodstock, and halted for the night sixty-one miles from Fredericton.

In the course of this day's journey we had an adventure with a bear, which I must now relate:—We were proceeding at our ordinary slow pace along a difficult road, when we perceived a horseman, who had been riding for some time a short distance in our front, suddenly pull up, and after a moment's pause he rapidly fell back on our party for support, followed for some paces by a large she bear with two cubs at her feet, in whose defence this display of courage was exhibited: all was now bustle and preparation; but before we could get our guns ready for action Madame Bruin trotted off into a belt of wood bordering the river, and into which we instantly pursued her; but, although we beat the cover closely, assisted by some countrymen who had joined the chase, we could not obtain another glimpse of her; a circumstance which

we could in no way account for, until told by an old man that he had seen her swim across the broad river with her young ones on her back almost immediately in front of us. Bears are numerous in most parts of the province, and almost every barn-door we passed was decorated with a skin or two hung up to dry. They occasionally commit great havoc in the corn-fields and gardens, and when hungry they have no sort of objection to a bit of pork or mutton. The legislature therefore set a price upon their heads, and whoever presents a bear's snout to the provincial secretary becomes entitled to a reward of five dollars: the skin besides is valuable, and I am assured that the flesh is palatable, and the heart a delicacy, but my own experience enables me to do no more than vouch for the satisfactory flavour of a well-prepared ham.

The bear of this country is of the small black species, and by no means fierce, or prone to do battle with mankind. They go to bed for the winter in some cavern, or hollow tree, which is hermetically closed by the first fall of snow, and there they certainly remain for months together without food or sustenance, as they lay up no store in their dens, nor are their traces ever seen upon the snow during the season of retirement. They are sometimes—although rarely—discovered in their winter quarters, which are generally selected with great judgment and sagacity, as the following case will prove: a party of lumbermen were returning from their work one evening at the close of last winter, when their attention was attracted to a large tree by the fierce barking of a little dog which refused to quit the spot. Nothing, however, could be discovered about the tree to justify the little animal's anger, and it was not until one of the men had struck it repeatedly with his axe that they perceived the snow moving on the trunk, at some distance from the ground, and, to the amazement of the party, the head of a large bear speedily appeared covered with a white wig, as large and graceful as that of the Lord Chancellor. Bruin lost no time in commencing his retreat, but the men set upon him with their axes during his awkward descent from his abode, and soon despatched him.

At the wretched tavern where we passed the night we got nothing half so good as a bear ham for dinner; and the noise at the tap immediately under our apartment, combined with the smell of new rum, so effectually disturbed our rest that we were glad to resume our journey at the first dawn of day. The road, for some miles, passes through a tolerably well cultivated country, which slopes down gradually to the river, on both banks of which are seen many a neat cottage and well-cleared farm. We halted to bait and breakfast eighteen miles above Woodstock, and at Presqu'isle, five miles further, above which the road is nearly impracticable for wheels, we dismissed our waggon, and embarked in the canoes, which were here awaiting our arrival: our little fleet was soon in motion, each canoe manned by a French lad, who poled it against the stream at the rate of about three miles an-hour, the frequent occurrence of shoals and rapids, the water being unusually low, rendering our progress, even at this slow rate, a work of great difficulty and labour. From the bed of the river we could see nothing of the country; on both sides our view was circumscribed by high banks, clad with the primeval forest, with, at long intervals, an occasional scrap of clearing, and the desolate and dreary shanty of the emigrant or woodsman standing in the midst of scathed and blackened stumps, which had

recently undergone the action of fire to hasten their decay. Nothing can be more wild and gloomy than this part of the valley, and, as if to cast a yet deeper shade upon the landscape, a heavy thunder-storm arose, which speedily drenched us to the skin; while the bright flashes of lightning which followed each other with fearful rapidity, scaring the coot and wild fowl from their haunts, so unnerved our Acadians, that we were often placed in great danger of an upset: we, however, weathered all the dangers of the storm and of the navigation, and soon after nine o'clock reached a farm-house, where we gladly received permission to pass the night.

The interior of our farm-house afforded slender promise of good cheer, but we were no fastidious travellers, and we had reason to congratulate ourselves upon having fortunately taken up our quarters with kind-hearted people, who were disposed to do all in their power for our comfort. A large wood fire soon blazed in the capacious hearth, within which we sat enveloped in the vapours which arose from our wet carpet-bags, and dripping garments; while the rapid movements of the busy housewife afforded the pleasing assurance that preparations were in progress for our evening meal: her best china was produced, and a strong infusion of Bohea prepared: anon a savoury smell arose, the hissing of a frying-pan was heard, and in a few minutes a "despatch cock," flanked by a couple of trenchers of delicious buck-wheat cakes, smoked upon the board; the dairy supplied us with excellent cream and butter, the poultry-yard with eggs, and the woods with maple sugar; so that the tea was the only article of our repast for which our host had to send to market: the family, also, were almost entirely clothed in the home-spun of the country; and these facts alone may prove, that even in the least favoured parts of the province—such as this,—industry and management alone are wanting to insure a comfortable independence to the settler.

Our canoes were again under way at day-light in the morning, but, tired alike of being cramped up in these pasteboard craft, where the uninitiated may scarcely move without the risk of an upset, and of the tedious up-stream navigation, I took my gun in my hand, and, with the river for my guide, dashed into the wilderness.

There is a death-like stillness in the American forest, unlike anything I have elsewhere experienced: the lively note or cheerful song of the feathered choristers which enliven other woodlands is here unheard; the monotonous hammer of the woodpecker, as he toils for his daily food, or the plaintive chirp of the nimble squirrel, as he flies in alarm from the approach of man, are the only sounds which awaken the slumbering echoes of the vast and gloomy solitude. A walk of some miles brought me again to the river, just in time to catch my canoe, in which I was glad to complete the remainder of the day's journey to Tobique, one hundred and ten miles from Fredericton.

On the following morning we left the Tobique settlement on horse-back; having sent on our canoes the previous evening, to pass the rapids, and the portage at the grand falls to the Upper St. John. For many miles below Tobique the settlers are few and far between; and above, there are, at the most, half-a-dozen huts between it and the commencement of the Madawaska settlement, a distance of thirty miles. We had a forest ride of twenty miles before us, and at the end of the

first three we crossed by a deep ford, the Aroostook river, which ranks first among the tributaries of the St. John; while the Tobique on the opposite shore may, perhaps, claim to rank as second. They are both fine streams, with good land, covered with fine timber on their banks, which are almost entirely unsettled; the former, indeed, running as it does through the disputed territory, is closed against the emigrant. The bridle-path we followed through the forest led us over a succession of fine table-lands, covered with heavy timber, and indicating a soil of the first quality: and during the ride we had the satisfaction of filling our bags with birch and spruce partridges, which we found in great numbers basking in the sun upon our path, or hopping tamely among the stumps and decayed branches alongside of it. We saw, also, numerous flights of the graceful pigeon of the country, with its red breast, and long tapering tail, which give it, while on the wing, so strong a resemblance to the green parrot of India: these birds migrate annually from the Southern States, arriving in New Brunswick in May; in the untrodden fastnesses of which they build their nests, and rear their young, departing again in October for the rice fields of Carolina.

The day was so far spent when we reached the old military post at the Grand Falls, that we were induced to defer our inspection of them till our return; and embarking, therefore, in our canoes, we again pushed forward with good speed along the still deep water of the upper river, to the first house of the long, straggling settlement of Madawaska.

ON MALARIA AND YELLOW FEVER IN THE WEST INDIES.

BY DR. WILLIAM FERGUSSON, INSPECTOR-GENERAL OF ARMY HOSPITALS.

Mr. Editor,—In my last letter I endeavoured to point out the localities and characteristic signs of the presence of malaria—its qualities, extent, and boundaries; but on reflection it has struck me that some points of the inquiry were not sufficiently elucidated, and to them I shall now refer. I have stated that the low levels of country near that of the sea are the abode of its worst product—the true yellow fever; and it must be interesting to every military reader to be informed how far above them that form of the epidemic is to be dreaded; and here we have a case in point.

In the year 1816 a fatal yellow fever pervaded the Island of Antigua. The epidemic influence was all but universal, and even the negroes became susceptible of its lesser grades, suffering from the intermittent and remittent types. Under these circumstances the swamps surrounding the dockyard of the English harbour became most deadly, and healthy white soldiers taking the night guards there, would be seized shortly after standing sentry, and expire in all the horrors of the black vomit, within a short time after being carried to their quarters on Monk's Hill, immediately behind and overhanging these very swamps. It is an insulated, fortified hill, 600 feet high; but not a case of yellow fever arose there during the whole course of the epidemic; that is to say, the staff, the non-combatants, the families of the garrison; all, in fact, who slept regularly within its walls remained free, while the soldiers, who took the night guards below, were cut off in the manner I have stated: but we must not from this conclude that although a clear unscreened elevation of 600 feet would confer security, the same rule is to hold good in regard to the sheltered niche or terrace of a mountain ridge above the marsh, which in numberless instances has been proved to be more pestiferous, at even considerable elevations, than the marsh itself. We can always, where there are high mountains, in the course of ascent, rise above the malaria, and it

is probable that none, even of the mildest, can be felt at a greater elevation than 1800 or 2000 feet above the level of the sea; but at less than 1500 feet, wherever the country is jungly and impervious to the breeze, its presence, however modified, is always to be dreaded in some shape or other.

In the lower levels such jungles often become incredibly pestiferous. I have even been inclined to doubt, when I contemplated the unbroken silence that reigns in them, whether the poison might not also be destructive of animal life—I mean the warm-blooded animals; for no bird flits there, and no quadruped is to be seen; or whether the serpent of the woods, by destroying equally the young of bird and beast, may not have acquired the sole dominion.

If I am asked, what after all is this malaria with which I have been so bewildering myself? I can only again reply—NESCIO; but I believe I can prove that solar heat is the prime agent of its production—atmospheric stagnation the condition—and the absorption, not the decomposition (for the smell means nothing) of water, the material of its existence; for in regard to this last position I have already shown, by reference to the marshes of Guadaloupe, Berbice, and Tobago, that when water is resolved into its constituent gases, these fly far beyond their bed and leave the more ponderous malaria behind. But I need not have gone so far to seek for proofs, having them at hand in every ship where the gases arising from the bilge-water never, (and who has not smelled them?) except in very rare instances, prove malarious. Is it then evaporation alone? Certainly not; for wherever evaporation is rifest, as we see in the flooded marsh, it is infallibly extinguished and lost; and that mightiest field of evaporation, the surface of the ocean itself, is the healthiest, and the most devoid of it of any in nature.

Such, to a certain extent, is all visible superficial water. It must first be absorbed and disappear to the eye before it can become mischievous; but after that, whether its clothing be vegetable corrupted remains, by far the most general covering of the earth, and therefore the most suspected; in fact the earth itself; the saturated drying sand of the plains; the drying fen and its spongy bed; or the fissures and crevices of the leeward rock, or any thing else, it matters not; the product will still be malaria, in a greater or less degree:—but a truce to speculation; let us descend to proofs.

During the autumn of 1815 a guard-house, situated at the confluence of the outer and inner ditch of Fort Matilda Basseterre, Guadaloupe, became so malarious that every white soldier, without exception, was seized with fever after passing a single night in it. The guard was therefore committed to black troops, who took it with perfect safety. The state of the ditch became an object of inquiry, which I examined with the utmost care, and never saw a cleaner, apparently a healthier; and the houses of the inhabitants, which had most improperly been built close upon the ditch, felt nothing of the sickness; no more did our general hospital, within short pistol shot. A tiny rill of pure water trickled from one of the rocky sides and slightly moistened the hard bottom; but this could not have been the sole cause, for I afterwards found that every house of any note in Antigua, where there are no springs, had a tank or water-cellar under the dwelling, supplied by spoutings to catch the rain water from the roof; that an officer's quarter of Berkshire Hill, St. Vincent's, was built immediately over one of the garrison water-tanks, yet had always been healthy; and a block-house in Demerara, similarly situated, and full of soldiers, was healthier than the other quarters; to say nothing of the ditches of Fort Edward, Martinique, and others perfectly dry, that were every bit as dangerous; in fact, water in bulk and visible to the eye, while so contained that [illegible] absorbed, I believe, even though most putrid, never to be [illegible] whenever it disappears into an absorbent surface, the grour [illegible] ential.

For examples of sandy plains proving malarious I may refer to the southern shores of the Tagus in Portugal, so well known to many during the last war; indeed to the whole province of Alentejo; to the sandy encampments of South Holland, which our troops occupied in the autumn of 1794, and where I first saw endemic fever spread through an army; to the deep and deadly sands of Grenville Bay,* in the Island of Grenada; to Berbice, which is as sandy as the dried bed of the sea—not an alluvial swamp like Demerara; and lastly, to the provinces of South Carolina, Florida, and all that unhealthiest section of North America, which I believe (for I have never been there) to be essentially sandy.

But none of these can prove unhealthy until they have been first saturated with water and dried on the surface, and it was from them that the best physician our Army ever produced (Sir John Pringle) has stated that on arriving at any quarter in Flanders he could at once pronounce upon the health of the place by looking into the wells and seeing how near the water rose to the surface.

From all this the military officer may gather that although the eye will often deceive, and the nose give only false warning, all epidemic (spreading) fevers, in hot climates, must be malarious, and that malaria being strictly a local product, not unfrequently of very limited range, whenever any encampment, or cantonment, or parts of these, prove unhealthy, to change the ground, even by the shortest move; and to keep changing as long as sickness continues, will often make all the difference between health and disease: move and keep moving while the fever lasts, but always to the windward, never to the sheltered side; and whoever wishes to have a fever let him seek the screen of a rock, or of a hill that rises like a wall, for it is there precisely where the poison nestles. In such situations there can in fact be no cover against it. This is worthy of proof, and I shall here adduce it.

Port of Spain, Trinidad, is situated very near the great eastern marsh, and is therefore far from being a healthy town, but by no means uninhabitable. On the right are some covering heights, between the town and the marsh, which unlike the site of the town, that has been built on alluvial ground, are composed of the driest and most healthy materials, pure limestone (it may almost be called marble), the purest and the best in all the West Indies; yet have they proved a residence deadly and destructive in the greatest degree to all who ventured to inhabit any part of their diversified surface. No place, however elevated, or sunk, or sheltered, or walled in, gives security against the exhalations from the other side. On the highest top, at an elevation of 400 feet, and possessing a fine temperature, a large Martello tower was built to defend the town, but it was found to be as uninhabitable as any of the attempted residences on the near side of the hill below it; and yet, despite of such warnings, did the Barrack or Engineer Department of those days proceed to build the barracks of Orange Grove,† at the base of the ridge, for the reception of the white garrison (black troops were then unknown) of the town. They might as well have dug graves for them at once; but such has generally been the case with the old military establishments of the colonies, where the convenience of the Engineer and the profit of the Contractor seem always to have been the authorised objects, and not the preservation of the troops.

---

* Grenville Bay, with its village, is a roadstead, or harbour for export, on the windward side of the island, for that part of the country; and in my report, dated August 1816, I find the following note:—"Even our unthinking, most uncautious sailors, dread to sleep on shore there, and the clerks that are employed after crop time to ship the sugars at the harbour are allowed double pay."

† Such is the difference between the black and white troops, that in the year 1816 I found a negro regiment living at these barracks in a state of the greatest health and comfort.

The beautiful Post of Prince Rupert, in Dominique, is a peninsula, which comprehends two hills joined to the mainland by a flat square isthmus of about three quarters of a mile in extent, and of the deepest swamp. The two hills jut right out into the sea, by which they are on three sides encompassed, and between them runs a narrow clean valley, where all the establishments of the garrison are placed. The inner hill, of a slender pyramidal form, rises from a narrow base, nearly perpendicular, above and across the marsh from sea to sea, to the height of 400 feet, so as completely to shut it out from the Post. Trusting to the eye alone, a more complete defence and cover could not be conceived. It was speedily found that the barracks in the valley were very unhealthy, and to remedy this fault advantage was taken of a recess or platform near the top of the inner hill to construct a barracks, which was thoroughly concealed by the crest of the hill from the view of the marsh on the outside, and at least 300 feet above it; but it proved pestiferous beyond belief, and infinitely more dangerous than the quarters in the valley, within half musket shot below.

Here, in both these instances, we see the inefficiency of shelter, and can only be led to believe that the malaria, through its attraction to the ground, creeps upward, and when it has ascended to the top, through the same attraction drops or dips upon the localities below.

But of all European countries, malarious Spain, with its wide depopulated plains and unreclaimed jungly hills, furnishes the most abundant examples of this poison in all its varieties, for during the latter part of summer and all the autumn it would be difficult to find in any part of the world a more unhealthy country; and it has been so ever since the days of Julius Cæsar, "who had a fever when he was in Spain." The poet does not exactly tell us when, but we may presume that it was in autumn, for it is then, when the streams cease to be streams, and are no more than detached pools in the lines that had formerly been running waters, when vegetation has disappeared from the surface, and ditches, pools, and marshes are all dried up, that pestilence streams forth to the paralyzation of armies. Spain, beyond all doubt, though as prolific of endemic fever as Walcheren, is then the driest country of Europe, and it is only when she has been thoroughly wetted by the periodical rains that she can be called healthy, or even habitable, with any degree of safety.

Such is malaria. Man alone can war against it, by cultivating the soil and building cities, the interior of which, more especially if they be large, is always proof against it from without; and for this reason it is that all great towns, until they begin to decay, have been found healthy. This is the case, with few exceptions.* Let him halt in the work, and presently the enemy from without is upon him, pressing him back from stage to stage, and re-occupying the ground, until at last he is driven from the land. Read the history of ancient Rome, and compare her greatness then with her present state: the mightiest metropolis the world ever saw—her very size securing health within, and population, by reciprocating cultivation, ensuring the same result beyond the walls; now see her and her territories, with the population, going or gone, fast becoming one vast field of malaria. Or view, on the other side, our own Calcutta, rising, almost within the memory of man, from an obscure fishing hamlet amidst the swamps of the Ganges, into a mighty city, building out the malaria, and sending before her as she expands the pioneer of cultivation into the

* The health of great towns is regulated by moral, not physical influences, of which last they are in a great degree independent. The principal exceptions that occur to me of this are the great towns of North America and Southern Spain, in certain unhealthy seasons generating yellow fever, and those in the East generating the plague; but even these last may be classed under the above general rule, as it is their defective pol[illegible] the spread of pestilence; for the European factories, where due [illegible] rarely suffer.

neighbouring jungles: but let her once recede, or even halt in the course, and the occult enemy from without will be upon her—her palaces will presently become his abode—the worse from being ruinous—and the powers of pestilence, driving her inhabitants from street to street, will at last cause her to sink into the same malarious den from whence she arose.*

Cultivation always and necessarily implying population, is nearly all-powerful against malaria; of which, again, in the western hemisphere, we have another beautiful example at Demerara, where the seaward border of the swamp, I may say, of 1000 miles (for it is deep, vast, and immeasurable) has been converted into a habitable and beautiful settlement as rich as any in the world. A Dutchman alone could have ventured to begin such a work; and through the negro's hand he has actually accomplished it.

But it is now full time to sum up and dismiss the subject. Malaria is universally diffused throughout all hot countries wherever ventilation is wanting or water dried up. It is powerful only during the night, and is certainly dissipated, or, at least, rendered innoxious, by the light and heat of the sun in as far as any one given day is concerned. Its tenacity of place, however, is one of its most remarkable features, for unless the malarious field be large its range is singularly limited, being often confined to one side of a street, to one story of a house, to one section of a ship, and, above all, to umbrageous trees, from which it is so difficult to disengage it, that the inhabitants of Dutch Guiana have ventured to construct their habitations, and that with impunity, provided they have this security, immediately to leeward of the most pestiferous swamps.

We may fairly presume that it is heavier than the ordinary air of the atmosphere, for it creeps along the ground, and is singularly concentrated and attracted by the higher grounds immediately above the drying swamps where it is generated. It lodges in the angles and ditches of fortified lines, and lurks in the nooks and crannies of walled towns; but the pavements of these last are the best defence against it, and an unbroken extent and succession of these confer as nearly as possible perfect safety: for all which, if there be a remedy, it must be found in the powers of cultivation ever opening the surface for the escape of pestilential gases, and exhausting the morbific principle by a constant succession of crops; for wherever malaria prevails, the uncultivated savannah, even though used for pasture, becomes more unhealthy than the plantation, and the depopulated country falls completely under its dominion. These, in as far as I know, are its principal attributes; and if I have been successful in pointing them out so as to be intelligible to the military reader, future encampments may derive the benefit, and military life be better preserved.

To the proposal of your correspondent for encamping, that is tenting, our white soldiers in windward situations during the hurricane or unhealthy season, I must, with all due respect, enter my hearty protest against its ever being attempted in any quarter of the West Indies, with the exception of those highly-elevated ones, when the temperature being the same as that of a European climate, it could be done with equal safety. In the lower levels I have seen the afternoon heat in the single unlined tent (and our Service admits of no other), even when inhabited by an individual officer, rise as high as 110° 112° and 114° of Farenheit, and sink nearly 50° under the chilling dews of the early dawn. No human constitution could endure such vicissitudes long, and a row of tents would literally become a plantation of dysentery.

The worst house has been said to be better than the best tent; yet hutting, in the case of our white troops, is nearly as objectionable. The hut being a far better protection against the alternatives of heat and cold,

* Such, too, will be the fate—the speedy fate—of the beautiful West India town, Port of Spain, whenever she ceases to build and to cultivate.

would be less productive of dysentery, but far more prolific of fever; for ground emanations, of which malaria is the chief, have always proved pernicious to them—so much so, that there has constantly been a marked difference between the health of those inhabiting the lower and upper story of the same barrack, even when the building was well raised off the ground, the former often giving as many as one-third more sick. The black, as I have stated in a former letter, seldom or never suffers from malaria, and to him the hut is congenial in every respect.

One use I conceive can be made of huts, which may be worth mentioning here, and that is to hut a body of white soldiers on any ground that may be proposed for the site of barrack buildings. It would be the *experimentum crucis.* Let them so occupy it for a few weeks during the hurricane or unhealthy season, and if in that time no epidemic (spreading) fever broke out amongst them, we may be assured the ground is safe. *Experimentum in corpore vile* is an old adage; but to hut the black would prove nothing, for he is fever-proof; and, besides, we could always remove the white soldiers as soon as the existence of malarious fever was ascertained.

I write all this as being applicable only to the lower levels of a tropical country. The higher, when they can be attained, present the climate of Paradise—a perpetual summer, without the vicissitudes of season; so much does the coolness of elevation surpass that of latitude; or, if the sojourner so please, he may ascend to that of spring or winter, and there seek the reinvigoration of his relaxed frame.

The recommendation of your correspondent for supplying wire-gauze blinds to barracks in malarious quarters seems to be an excellent one, and deserving of every consideration; for if, as we have seen in the safety-lamp, the most subtile of gases, the choke-damp of mines, can be so decomposed by it as to be rendered inaccessible to the most subtile and powerful of the elements, we have a right to presume that the more ponderous malaria would still more easily be made subject to its powers.

The expense may be an objection, for the climate of the West Indies soon destroys everything of iron, and copper-wire would be costly. I would advise the experiment being made in the first instance with the hardest spun cotton-gauze. The veil has proved effective against the deadly malaria of the Pontine Marshes: but here I must guard myself from passing an unqualified opinion, for we know not whether these veiled travellers allowed themselves to sleep during the transit, and it is my belief that malaria can only prevail upon the body during the passive state of sleep; in fact, that to sleep is the danger.

Experience and observation have seemed to me to confirm this belief; and I certainly would not hesitate to warrant the safety of any traveller crossing at night the most deadly jungles of the East, provided the journey were performed awake and alert on horseback—not quiescent in the sleepy palankeen; and then, I confess, I would prefer a cigar in his mouth, and a brandy-flask in his side-pocket to a veil over his face.

I have now done with malaria, for it would be unfair to trespass farther on your pages. It was my intention to have appended a note upon the supposed contagion of yellow fever and contagion generally; not a technical disquisition, intelligible only to the professional reader, but such a plain view of the question as may give confidence and knowledge to every one liable to serve in tropical climates. I shall still send it for your consideration, along with another letter on the barrack hygiene, if I may use such a word, of the soldier in the West Indies.

MEMOIRS OF GENERAL AND FLAG OFFICERS RECENTLY DECEASED.

Rear-Admiral W. H. Webley Parry, C.B.

William Henry Webley Parry, the subject of the following memoir, was son of William Webley, Esq., an eminent lawyer; he was the youngest of seven children, who all died in early life, and was born the 3rd of March, 1764. In 1779 he entered the Navy, then fifteen years of age, as a Midshipman, on board the Britannia, 120 guns, bearing the flag of Admiral Darby, and subsequently Admiral Barrington. In April, 1782, they were sent to Brest, to intercept a fleet just sailing for the East Indies, and Mr. Webley succeeded in towing the Lively, English frigate, alongside a French one, under a heavy fire of grape and cannister, and was slightly wounded. Admiral Barrington commanded the van, or second division of Lord Howe's fleet, sent to the relief of Gibraltar, which having accomplished, they went out to seaward, and fell in with the French and Spanish fleets, consisting of fifty sail of the line, the English only twenty-four. The Britannia was engaged for four hours, and Mr. Webley was appointed the Admiral's Aide-de-camp, and behaved so much to his satisfaction that he thanked him on the quarter-deck, adding,—"If you continue to act thus, young man, you will be an ornament to your profession." He remained in this ship three years, and then was appointed to the Grampus, Commodore Edward Thomson, on the Coast of Africa, in which ship he remained until that officer's death, which happened when he had been with him about three years. He was serving latterly in the Grampus as acting Lieutenant, but was not confirmed. He then went into the Nautilus, commanded by his friend Captain, since Sir Thomas Thomson, late Comptroller of the Navy, and sailed on a survey along the western Coast of Africa, from the Cape of Good Hope to Cape Negro; she then returned to England, and was afterwards sent out with the black poor to colonize Sierra Leone, she was likewise on the North American, West Indian, and Newfoundland stations. Having been in the Nautilus about three years, she was paid off, and Mr. Webley was then appointed to the Salisbury, Admiral Milbanke, commanded by Captain Edward Pellew, afterwards Lord Exmouth.

After serving eleven years as a Midshipman, and in active service nearly the whole time, he was promoted to the rank of Lieutenant, 28th September, 1790, in the Salisbury, and was paid off about a twelvemonth afterwards. He did not, however, remain long unemployed. In 1793 he was appointed to the Amphitrite, but before this Captain Pellew, his old Captain in the Salisbury, applied to the Admiralty for him as his First-Lieutenant in the Nymphe, but they declined assenting thereto, from his being so young an officer.

By a change of officers in the Amphitrite he was removed into the Juno, Captain, afterwards Sir Samuel, Hood, of which ship he was the junior Lieutenant, and was ordered to the Mediterranean. The escape of the Juno from the inner harbour of Toulon, in 1794, while attached to the fleet under Lord Hood, which she had entered after its evacuation, and grounded, was mainly attributable to the energy and presence of mind of Lieutenant Webley, as is most liberally admitted in Captain Hood's despatches on the occasion, and the details of which are recorded in James's Naval History.

The Juno rejoined the fleet in Hieres Bay, twelve miles east of Toulon, whence it sailed in February for Corsica, with the troops under General Dundas. The Juno and Fortitude were here ordered to attack a Martello tower; but after firing for two hours and a half, and themselves receiving much damage, without making any sensible impression on the tower, they

hauled off. Mr. Webley was now intrusted with the command of a party of thirty seamen and ten marines, to assist the military operations against the town of St. Fiorenzo. During the storming of this place Mr. Webley was appointed Aide-de-camp to the General. The exertions of the seamen in drawing the guns up the heights, 700 feet above the sea, were most exemplary. The Juno was likewise engaged at the taking of Bastia, and Coloi; at the former place he was with Nelson, who commanded the boats—Lieutenant Webley having charge of one himself. It was here that the Trafalgar hero lost his eye. Soon after this Mr. Webley volunteered as First-Lieutenant of the St. Fiorenzo, which ship had been sunk at the taking of the town. Captain Tyler was appointed to her, and after she was raised, and they were taking her to Gibraltar to be repaired, Captain Tyler was removed into the Diadem, and Mr. Webley offered his services to his old Captain as first of the L'Aigle, to which ship he was appointed in 1795, and was sent to Smyrna, and into the Archipelago in company with two others, the Cyclops and Thisbe, of twenty-eight guns each, in search of three French frigates. They had been employed twelve months in blockading these ships off Smyrna, when the French sent three other frigates and one line-of-battle ship to their relief. They were blown to leeward of the port, and Captain Hood, on hearing of their arrival put to sea, and gave intelligence to the Admiral of it, who sent up the Culloden and three others. When Captain Hood reached the fleet he was removed into the Zealous, and Captain Tyler appointed to the L'Aigle, in which latter ship Mr. Webley remained. They were sent up the Adriatic in August, 1796, with the Flora, and Boston, for the protection of supplies from Trieste for the Austrian army.

After the action of the 14th of February they passed through the whole of the Spanish fleet, and concluded, from the condition of it, that there had been an action; they joined Lord St. Vincent, and cruized with him until he went into the Tagus. Before L'Aigle joined Lord St. Vincent she fell in with a suspicious-looking vessel, which Mr. Webley reported to Captain Tyler, and that he would order the men to the boats, and examine her. The Captain objected (as it was blowing hard) exposing the men unnecessarily, upon which Lieutenant Webley said he would "never send the men where he was afraid of going himself." Upon this Captain Tyler consented, and Mr. Webley was the first man in the boats: when lowered down the ship was rising and falling (from the sea running so high) fully seven-and-twenty feet; they, however, boarded her, and found her to be a neutral vessel. On his return, and just as he was stepping on deck, there was a cry of three men overboard. He instantly got a rope, jumped over after them, and succeeded in saving all three.

He was not with Captain Tyler more than a year, for on the fleet going to the Tagus, Captain Hood applied for him as First Lieutenant of the Zealous, and expressed great pleasure at again having him. The Zealous was attached to the in-shore squadron in the bombardment of Cadiz, and Mr. Webley, who commanded a boat, was almost daily engaged. In the month of July the Zealous was ordered to Teneriffe with Sir Horatio Nelson, with five other ships, with the view of taking it: that Nelson did not succeed is too well known to require repeating. Captain Hood and Mr. Webley, though driven much to the southward of the rendezvous, succeeded in landing, though with the loss of three men killed, from a heavy fire of nearly eighty pieces of cannon. There was one Captain killed, and two wounded; Sir Horatio here lost his arm: Troubridge, of the Culloden, upon whom the command devolved, sent Captain Hood with a flag of truce, and to make terms with the Governor, threatening that if he did not let them go, he would set fire to the town, and taking out his watch gave him a quarter of an hour to think of it. The Governor thought it prudent not to risk the execution of the threat, and came into their terms. Sir Horatio Nelson went to England, and Troubridge

brought the squadron to Cadiz, where the fleet still lay keeping a strict blockade.

Whilst in the Zealous Mr. Webley captured, while in command of a boat, the Spanish ship, Isabella, mounting ten guns, and having forty men: the Zealous went with Sir Horatio Nelson in quest of the French fleet, when they sailed for Egypt; and on the glorious 1st of August, when steering for the enemy's fleet, Nelson hailed her, and asked Captain Hood if he thought he might venture to bear up round the shoals? The answer was, "I cannot say; but if you will allow me the honour of leading into action, I will keep the lead going." "You have my permission, and I wish you success," was the reply. As Captain Hood took off his hat to the Admiral, it fell overboard. "Never mind, Webley," he said; "there it goes for luck! Put the helm up, and make all sail." Captain Foley, of the Goliah, being close to the Zealous, guessed what she was about, and bore up likewise: the two ships were nearly alongside each other, in this race for honour, the Goliah a little in advance. When Captain Hood saw this, he said to Mr. Webley, "This will never do! Well—never mind, Foley is a fine gallant fellow; shorten sail, and give him time to take up his berth." This was instantly done: the Goliah shot a-head, and Captain Foley had the glory of leading the fleet into action; but he failed in placing the Goliah alongside the Van ship, and passed on to the second, and thus the Zealous had the honour of engaging the Van ship, the Guerrier, which was dismasted and taken in seventeen minutes. This action gave Mr. Webley his Commander's commission; but he was cruizing about Alexandria and the coast of Syria for nine months afterwards, not being able to get home. Soon after the battle he was sent by Sir Samuel Hood to Acre, in an armed Polacca, to ascertain the strength of the Pasha there, and had an interview with that extraordinary man. He returned to England with dispatches from Lord St. Vincent, and Sir Horatio Nelson, which he reached in June, 1799, and in September, 1800, was appointed to the Savage, sloop-of-war, on the Downs station. Nothing particular occurred during that command, and in 1802 he was promoted to the rank of Post Captain, and remained on half-pay until September, 1806, when, at the particular request of his friend, Sir Samuel Hood, he was appointed acting Captain of the Centaur, Sir Samuel having lost his arm in an engagement with four French frigates, and he was afterwards confirmed when Sir Samuel hoisted his broad pennant. The Centaur was sent with five sail of the line to cruize off the Cape de Verd Islands, Canaries, and Madeiras, whence she returned in June 1807, and then accompanied Admiral Lord Gambier to the siege of Copenhagen, and subsequently assisted in taking Madeira.

The Centaur formed one of the Baltic squadron under Sir James Saumarez, and while employed in supporting the Swedish fleet, in company with the latter, chased the Russian fleet into Port Baltic. In doing this, the Implacable, Sir Byam Martin, brought the Sewolod, a Russian man-of-war, of 74 guns, to action, which prevented her getting into port; and while the boats of the Russian fleet were endeavouring to tow her in, Captain Webley, by direction of Sir S. Wood, laid the Centaur on board her, and with his own hands, assisted by the master and boatswain, lashed her by the bowsprit, and boarded her. In the sequel both ships went on shore together: the Centaur was subsequently got off, but the Sewolod was obliged to be burned.

Captain Webley was present in the Centaur at the siege of Flushing, and was subsequently intrusted with the command of the Texel.

In 1809, the Centaur, with the flag of Sir Samuel Hood, sailed for the Mediterranean, and was employed in the blockade of Toulon, under Lord Collingwood.

In 1810, Sir Samuel Hood's flag was transferred to the Hibernia, into

which ship Captain Webley accompanied him, and continued to blockade Toulon till July, 1811, when Sir Samuel was ordered to England.

In September, 1811, Captain Webley sailed with Sir Samuel Hood for the East Indies, to which command the latter was appointed; and on his arrival at Madras in April, 1812, hoisted his flag on board the Illustrious. Captain Webley, while on this station, was employed in surveying Trincomalee, in constructing wharfs, &c.

In April, 1813, Captain Webley was appointed to the Phœnix, in which he afterwards convoyed a fleet of merchant vessels from Madras to China, and returned to England with seventeen sail of China ships.

In September, 1814, Captain Webley was appointed to the Swiftsure, and in November sailed as convoy to the outward-bound West India fleet. This duty being performed without loss or accident, he again returned to England, where he arrived in April, 1815. In June the Phœnix was put under the command of Lord Keith, and sailed for Ile Dieu under the orders of Sir H. Hotham, and Capt. Webley left by him in the command of the coast of La Vendée, and was thence sent to Basque Roads, for the purpose of intercepting Buonaparte: here he remained till the 7th of August, when the Phœnix was ordered home, and was finally paid off on the 29th of August, 1815. Captain Webley subsequently served as Flag Captain to Sir Robert Moorsom and Sir Benjamin Hallowell.

Having traced the active career of this intelligent officer as closely as the documents put into our possession permit, it only remains for us to add, that in May, 1800, he married Miss White, only daughter of Major White, who was killed at the battle of Buncker's Hill. At what precise period of his life, or on what occasion he assumed the additional name of Parry the memoranda furnished us do not state, but we find him bearing this name in the Navy List for October, 1819. On the 10th of January, 1837, he was promoted to the rank of Rear-Admiral, and died at Noyadd, Trefaur, county of Cardigan, on the 31st of May last, in the seventy-fourth year of his age.

FOREIGN MISCELLANY.

FRANCE.

REGIMENTAL SCHOOLS.

It is mentioned in a letter from Colonel Brack, who commands the 4th Regiment of Hussars, that "the establishment of a well-matured system of regimental education has been attended with highly satisfactory effects. This regiment has 740 effective men on its muster-roll, of whom 528 have enlisted voluntarily. The prescribed course, which is obligatory upon all, comprises mutual instruction in reading and writing. The extra courses, which have been introduced by the officers of the regiment, include gymnastics, grammar, mathematics, fortification, artillery practice, the civil administration of a regiment, the veterinary art, elementary tactics, and singing in accordance with Wilhem's system. These extra courses, as well as superior instruction in reading and writing, are not obligatory on the soldier; but they have become so popular that 848 pupils entered for them last year, and have assiduously attended them. The intellectual improvement of the men has been very striking: in fact, it has surpassed the officers' most sanguine expectations; and the moral effect of the system has been so marked, that the number of punishments inflicted in the regiment has decreased full three-fourths. The consequence of this amelioration in the moral condition of the men has been attended by a most encouraging improvement in the general health of the regiment; it has

not lost a single man by death, and there are but two on the sick-list, instead of three deaths and fifty sick, which is the almost invariable yearly average for every cavalry regiment."

We cannot place the results of attention on the part of the officers of a regiment to the mental discipline of their men in a more obvious point of view. What has been done in this instance has been done by their own voluntary exertions; and what one corps can do may be done equally by every other.

A LONG GUN.

The men employed in digging the foundations for the new Trades' Hall at Beaune, in Burgundy, lately found a bronze cannon 1060 lbs. in weight. It is above nine feet in length; the exterior is of an octagonal form; and on the upper part of the barrel are a salamander surmounted by a crown, the device of Francis the First, an anchor, and near the touch-hole are two interwoven initials, F.R. (*François Roi*) in Gothic characters. The piece is of a calibre for 3½ lb. shot, and is covered with a uniform coat of rust. It has been deposited in the Town Hall at Beaune.

AFRICA.

CONSTANTINE.

The Berbers and Arabians in this province are so completely intermixed that no stranger can pronounce with any degree of accuracy which of the individuals he comes in contact with is a man of Barbary or Kabyl, and which an Arab. To the east of La Calle lies the land of Mazula, inhabited by an independent Arab tribe, of whom some travellers draw a frightful picture; but it appears to be exaggerated. In the mountains between Sephusa and Mafragg dwell the agricultural tribes of Merdess and Beni Salah; in this quarter the Beys of Constantine possess considerable property, which they farm to Arabs, who abandoned the country upon the French taking possession of Bona. To the west of the latter town a number of Barbary tribes inhabit the mountains of Edugh and the districts bordering on Stora and Dshidshel or Gigel; one of these tribes speaks Arabic, and consists almost wholly of Marabouts. Budshia, a land of oil, honey, and wax, is also in this province: the inhabitants appear to be Berbers entirely, and are a race of brave and determined warriors. Leo Africanus, speaking of them, affirms that "they muster 40,000 foot and 4000 horse; and that their warlike resources are so great, that, were they united and so disposed, they might subjugate the whole of Africa." All we know of them at present is, that there are several formidable tribes of Kabyles among them. As little do we know of the population in the vicinity of Constantine itself: their spirit appears to have been broken by their Turkish taskmasters; they are insensible to mild treatment, but easily cowed by threats and blows. "We belong to any one that holds Constantine," is a common saying among them.

The Kabyles, who are located about the mountains of Dshordshora or Jurjura and the "Iron Gate," a defile leading from the valley of Aduse to that of Abshebbi, are of a very different stamp: the most powerful tribe among them, the "Beni Abbessi," can bring 5000 foot and 300 horsemen into the field, and have a manufactory of arms in Calle, their capital. The Turks were frequently compelled to forego their tribute from this community. Ascending the valley of Aduse, we enter the country of the Beni Messaud tribe, which lies directly east of Budshia: it is inhabited by several tribes of Kabyles, who can bring 20,000 men under arms.

"Whenever one or more of these tribes," says Pelissier, "are about to begin a campaign, they usually elect a common leader; for all important business among them is brought under the decision of a general assembly; in fact, no form of government can be more completely republican than

that which prevails among the Kabyles. They are of the Mahometan faith, into which they have introduced many Fetish superstitions, and most of their villages are provided with mosques and schools."

There are numerous tribes between the Dshordshora Mountains and Constantine, which are enumerated by Shaw; the most powerful and turbulent among them is that of Beni Bu Taleb, who dwell in the mountains south of Sifteh. In this quarter lies Zammarah, in which bernouses, carpets, and other woollen manufactures are made. Independently of a multitude of Kabyle tribes, who cover the highlands and lowlands south of Constantine, that of Welleb Abdenor is a powerful and very unruly one; but not more so than the Girfahs, and especially the Henneishahs, south-east of that capital. The Welled Brakams spread themselves in this direction to its very walls, and inhabit a well-wooded district. About the Aures mountains, more to the south, there is a tribe who are said to have white complexions, and to be descendants of the Vandals.

The hold which the Bey of Constantine possesses over these multifarious communities is slender and precarious at the best; but it has one ingredient which renders it formidable on emergency, and that is,—their common faith. The defeat of the French under the walls of Constantine inspired them with an enthusiasm which is not to be described; they, one and all, came forward and declared themselves ready to shed the last drop of their blood for Achmet Bey, their pasha. As soon as Achmet heard that his adversary was collecting a fresh army on the French coast, he despatched messengers into every quarter, announcing the approach of a second host of infidels, and calling upon the "faithful" to take the field in defence of their native home. In obedience to this summons a force of fifty thousand men, chiefly cavalry, came in from all parts, and mustered in March last before the gates of Constantine; but the march of the hostile host having been put off, it was not to be expected that a swarm of men, who subsisted by husbandry, and could obtain no remuneration for deserting their usual pursuits, should remain under arms at their own cost and charge; the consequence was that the major part of them disbanded to their homes after swearing on the Koran firmly to support one another, and engaging to hold themselves in readiness for the first emergency, gather together under the banners of their Marabouts, and hasten to the Bey's assistance.

It may now be asked, what results do the French promise themselves from their renewed attack on Constantine? There is no doubt that, barring accidents and stratagetical blunders, their disciplined and well-found host may take the place with no great sacrifice of lives; and what then? They may leave a garrison behind them; but will that garrison dare to venture outside the walls in defiance of swarms of assailants? Will it be possible for them to prevent their communications with Bona and Budshia from being perpetually interrupted? Are the French Government prepared to maintain an adequately strong line of posts across the difficult ground between Constantine and Bona, or from Constantine across Milah to Budshia? And are they quite sure that the Legislature will vote the enormous expenditure such lines must cost? This at least seems quite plain; if they do not garrison Constantine, and keep it, they will have done nothing but thrown away hundreds of thousands of pounds, and sacrificed men's lives by wholesale, for no other purpose on earth but to gratify a worse than idle spirit of resentment. Such victories are but defeats.

CIRCASSIA.

MILITARY CHARACTER, EQUIPMENTS, &c.

(From the Correspondence of a Prussian Officer.)

The Circa[illegible]inted steel helmet, with a long horse-hair tail

pendent from it. A net of steel-work hangs down from the lower part of the helmet, protects the front and nape of the neck, and is looped together under the chin. Underneath a short red vest, cut in the Polish fashion, he is clad in a species of coat of mail, consisting of small bright rings of steel, intertwined. His arms, from the wrist to the elbow, and his legs, from the foot of the shin-bone to the knee, are guarded by thin plates of steel; he wears also close pantaloons and laced boots. Two long Turkish pistols, as well as a "handshar" or Turkish poniard, are stuck into his girdle. He has a leather strap with noose, like a Mexican lasso, hanging at his side, which he throws with great dexterity over his enemy's head. Besides these accoutrements, a Turkish sabre and a long Turkish musket are slung behind his back, and two cartridge-holders across his breast. The skill with which the Circassians use their weapons is really beyond belief. I have repeatedly seen them fire at a piece of card lying on the ground, when at full speed, without ever missing. They will pick up a piece of money from the ground while executing a charge, by bending themselves round below the horse's belly, and after seizing the piece, suddenly throwing themselves back into the saddle. Their commander, as well as all the inferior officers, are Mussulmen. Many of them, however, avail themselves of Mahomedan tolerance, and wear the sign of the cross, as it were a knightly order, on their breasts.

There are no set of men, among all the Asiatics, of braver or more daring character than the Circassians and Birmese. The Mamelukes of Egypt and Nubia are of Circassian descent, sold into Africa as slaves while young; the word Mameluke itself signifying in Arabic a servant, hireling, renegado, or slave. The name, however, which they give themselves is Yercas, which is synonymous with Yenistshiry, or new troops.

They form the choicest body of cavalry in the Turkish service; and I have watched them, when charging, attack their opponents with a sabre in each hand, managing the reins with their mouth: they will spring out of their saddles, take aim and fire from behind their horses, then jump into their saddles again, wheel round, and reload their gun as they retreat in full career. One of their feats is to roll their long beards together, thrust it into their mouths, gallop right down upon their enemy, spit it out into his face so as to blind him for a moment, and strike him to the ground before he has time to recover himself. They are perfect madmen in the attack: few troops could withstand the utter recklessness of danger they evince; and they are as ferocious as they are desperate: but they are too keen calculators to slaughter their prisoners, and invariably release them on receiving a given ransom: but they torture them without remorse.

I knew a Major in the Russian service who had the misfortune to fall into their fangs: they cut gashes crosswise in the soles of his feet, and then filled them with horse-hair, cut small, in order to prevent the wounds from healing. In this wretched condition they forced him to go forward on the points of his toes, and set him to look after sheep. He was released upon payment of two hundred loaves and a tun of spirits; but will be a cripple for life.

The finest pulk of Circassians I ever saw was what is called "The Mussulman Regiment," which formed part of the great military show at Kalisch.

The Russell and Monmouth at the Battle of Camperdown.

Mr. Editor,—Having observed in your Number of October, Lieutenant Walker's reply to my letter of August, I have to request, as a final settlement to my part of the correspondence, that you will allow me to insert the following remarks which I have had the good fortune to obtain. They are extracts from the Russell's log, and minutes of Captain Williamson's Court-martial, as follows:—Mr. Garth, who was Signal-Midshipman of the Russell (now Captain Garth), says in his evidence—"The Russell engaged the Delft first; and she had ceased firing, but not struck her colours, when the Russell left her." Captain Trollope says in his evidence —"After engaging the Delft, the Russell passed on to the Alkmaar; the Alkmaar struck to the Russell, and we then made sail towards the Jupiter." Question—"Why did you leave off engaging the Delft and Alkmaar?" Answer—"I left off engaging the Delft because she was so *disabled* as not to return our fire; and being told there was a ship, which we supposed to be the Monmouth, on the weather-quarter coming up, I thought it best to engage the Alkmaar, which had no opponent closely engaged with her. I left off engaging the Alkmaar because she had struck."

Extracts from the Russell's log:—"The Monmouth brought-to, in the first instance, very little nearer the enemy than the Agincourt; and the Russell passed under her stern, and ran at the rate of six miles an hour for *ten minutes* before she closed alongside the Delft; and when so engaged the Monmouth's shot passed over the Russell's mast-heads. It was not until the Delft's firing ceased that the Monmouth and Agincourt *closed*. At this time the Russell's ensign was flying over the Delft's jib-boom; and then the Russell passed on to the Alkmaar" (as before-mentioned in the minutes of the Court-martial).

I have also sufficient authority to state, that Captain Walker was asked, at Captain Williamson's Court-martial, how he came to *heave-to* so far to windward of the enemy's line of battle during the action? when Captain Walker acknowledged he *had done so*.

As I now conceive I have brought forward sufficient evidence in favour of the Russell, and, at the same time, shown the position of the Monmouth during the action, I shall close this controversy, leaving your readers to form their own judgment of the merits of the case; and for any farther information refer them to Ralfe's Naval Biography, where they will find a full statement of the facts under the head of Sir H. Trollope.

I am, Sir, your humble servant,

Huntley Hall, Oct. 11, 1837. Clement Sneyd.

Government of the Cape. *

Mr. Editor,—I have read in your November Number the charges made by your Correspondent "Fra Diavolo" against the Government and the colonists of the Cape of Good Hope. Knowing, as I do, that these charges can be disproved, and that the accused are ready and willing to be put on their trial, I cannot see a paper like that of "Fra Diavolo" appear in the United Service Journal, without offering such observations upon it as my acquaintance with the subject will enable me to make.

"Fra Diavolo" begins by stating that he has been three years on the eastern frontier, and that he left the colony shortly *before* the late war with the Kafirs; thereupon he considers himself entitled to make a "few remarks on the political and military measures planned and adopted by Sir Benjamin D'Urban in the recent Kafir war." Then he makes an allu-

---

* This letter has been in type some months; but subjects of nearer interest, added to its length [illegible] rlier appearance. The recent recall, however, of the excellent [illegible] an, induces us, though at much inconvenience, to [illegible] er.

sion to the subject of a controversy between two other writers in your Journal—" Sub" and " R."—which I will leave to the parties concerned.

" Fra Diavolo " laboured under a sad misconception of the state of parties at the Cape of Good Hope. He describes things as he left them. The late Kafir war had this good effect—it showed the character of the Kafir in its true light, and thereby united in one opinion many who before differed widely. Some, misled by *soi-disant* philanthropists, and themselves misleading others, held that the Kafir was simple and virtuous, and the white colonist of the border a blood-thirsty plundering villain. Others there were, better informed, who had travelled in the interior, and had seen things with their own eyes, who knew the truth and told it.

How, it may be asked, could such differences exist upon the spot? I answer, these differences existed in Cape Town, where party ran high, six hundred miles from the frontier, and where the affairs of the eastern province are about as well understood and known as those of the Highlands of Scotland among the cockneys of London. There is a party of outrageous philanthropists who invariably find excuses for the " poor untutored savage " when he makes the white man's throat " feel the edge of the assagai,"—their own humane expression,—or who robs him of all the live stock of his farm. These rail furiously, and hesitate not to denounce as a murderer any colonist who should shoot a Kafir caught in the very act of murder or robbery. This party has, since the war, dwindled away to an insignificant few in Cape Town; but, unfortunately, its friends in England have still too much influence in Downing-street.

" Fra Diavolo" seems to think it a necessary consequence that the supporters of the measures of the present Governor, must be opponents of Sir Lowry Cole and of Colonel Wade: he is mistaken. Among the leading persons in the colony who most heartily give their fullest support to Sir Benjamin D'Urban are to be found those who, when he left the Cape, considered Colonel Wade the leader of their party.

Sir Lowry Cole, in his kindness, permitted Macomo and his people to reside upon unoccupied land within the boundary. The savage felt no gratitude; his depredations and thefts compelled Colonel Wade to have him expelled. He complains of this expulsion, and does not admit its justice; nor is it to be expected he should; but he no less deserved it. It may therefore be put down as one of the causes of that ill-will which led Macomo and his people to make war on the colony.

" Fra Diavolo" is again mistaken in supposing that the colonists impute blame to the Governor for expelling Macomo. To prove this I will quote a passage from the introductory remarks to a " Narrative of the Irruption of the Kafir Hordes," by the editor of the Graham's Town Journal:—" Macomo was left in possession of the country watered by the numerous streams which form the Kat river, until he was driven back by the colonial forces in 1830—a measure which was reluctantly taken after he had committed most daring outrages on the neighbouring tribes of Tambookirs, under the Gelela, many of whose people were driven far into the colony, pursued into the Sarka district, and massacred by Macomo's people within the colonial territory."

Thus it is shown that it was absolutely necessary to expel this really " ruthless barbarian." Speaking of the brief administration of Colonel Wade, in reference to the frontier, the same writer considers it " perhaps superior to that of any of his predecessors." This is far from " unhesitatingly pronouncing the war and expenses attendant on it to derive their origin from the mal-administration of Sir Lowry Cole and his temporary successor Colonel Wade."

With " Fra Diavolo's " description of the Kafir I do not quarrel, although I do not subscribe to all the details. I think them better marksmen than he would infer. They seldom throw the assagai in war at a greater distance than from twenty to five-and-thirty yards; at this distance they are as good marksmen as we are generally with our guns, not " unerring" cer-

tainly, but I have seen a bullock at full speed killed by a single assagai, which was thrown into his heart. "Fra Diavolo" says, "To a man armed with a gun and well supplied with ammunition, three or four Kafirs are scarcely enough to intimidate, especially if the former is placed in an elevated position." If a man were so situated his only chance would be, the reserving his fire that the Kafirs might each dread being the victim of a rush upon him; assuredly, after he fired, the Kafirs would give him no opportunity of availing himself of his stock of ammunition, and this is a trick they perfectly understand. The thing is too obvious to need my citing instances, but there are many.

"To the south they are bounded by the colony of the Cape; and whatever may be alleged to the contrary, they were driven out of the country at present in possession of the British settlers, who emigrated from England in 1820, by the Dutch boers."

The history of the tract of country now called Albany is briefly as follows:—The Kafirs crossed from the eastern bank of the river Kaï about sixty-five years ago, driving the Hottentots before them over the Great Fish River. After they had passed this last river, they met the extreme settlers of the colony, who were spreading through the country of the Hottentots, of which the Dutch Government claimed, we need not inquire upon what principle, the sovereignty.

In 1778 the Great Fish river was formally declared the boundary of the colony, thus relinquishing the tract between that river and the Kaï, which had been possessed by the Hottentots long after the Dutch had claimed to be the masters of their country. The Kafirs continued their progress, and endeavoured to settle themselves on the lands to the westward of that boundary. There were no means of bringing together a sufficient force to compel them to respect the limit; and they continued to occupy these lands, intermixed with the colonists. The Government used negotiation and issued proclamations in vain.

In 1793, Mr. Maynier, the Landdrost of Graaff Reinet, was ordered to use force to drive these intruders beyond the Fish River. This was done, and a peace made; but the Landdrost had only withdrawn and dismissed his force when the Kafirs returned to their old position.

The English captured the Cape in 1796. The Earl of Macartney sent Mr. Barrow to arrange the frontier differences in 1799; he failed in inducing the intruders to recross the boundary. A military expedition in support of this effort, under the command of Colonel Vandeleur, although endeavouring to avoid fighting, was attacked; and, at one period, on the Bushman's River, was in a very precarious position. Some small parties were cut off; one of them, a detachment of the 81st regiment, of twenty men, under the command of an officer, was attacked at Riet Fonteyn, when the officer, Lieutenant Chumney, and sixteen of his men were killed; four only, and a farmer who was with the party, escaping. The troops were withdrawn, leaving the frontier farmers again to contend, as best they could, against the intruders.

In 1802, the colony passed once more into the hands of the Dutch. Governor Jansens visited the frontier, but the result was little beneficial. In 1806, again, the English became masters of the Cape. In 1808-9, Colonel Collins was sent to the frontier by Lord Caledon; his mission was fruitless.

In 1812, Sir John Cradock sent Colonel Graham with a large force to clear the frontier districts of the Kafir tribes, and they were once more driven over the Great Fish River. Since this period the British Government has kept a sufficient number of troops on the frontier to prevent the re-establishment of any Kafir settlement to the westward of the Fish River.

In confirmation of this exposition of the imperfect claim of the Kafirs to the tract in question, I beg to quote the question and answer "550," from the examination of Captain Stockenstrom, the present Lieut.-Governor at Graham's Town, before the recent Parliamentary Committee:—

"550.—Q. Do you consider that Gaïka had sufficient power and authority over that country to be able, if he had been willing, to have ceded it to the British Government?"

"A. I do not think that Gaïka, or any other Kafir chief then, had any power except that of possession, because, as I have already said at the first outset, as the whites migrated eastward the Kafirs migrated westward. It was not Kafirland originally; and I have alluded to that circumstance in order that it might be understood that when Gaïka said he had been born and bred in the Chumie he was contradicted. He was told, 'It is well known you were not born there; for when you were born there was no Kafir west of the Keiskamma;' and then he said, 'I merely mean that I have lived there all my life, and wish to live there still;' but the Kafirs were then [1819] in possession of the territory."

If "Fra Diavolo" means anything, it is surely that the "Dutch boers" have aggressively driven the unhappy Kafirs out of their original territory, and he is determined that it shall be so, "whatever may be said to the contrary." He improves upon the sea captain's making it twelve o'clock.

The general assertion that the nature of the Dutch portion of the colonists is brutal and uncivilized, is hard to disprove: if particular instances had been quoted they might have been investigated, but a general assertion I can only meet by declaring, from what I know of them personally, that they are no more brutal than men of their class in our own highly-civilized England; and I believe them to be as obedient to the laws. To support this I adduce an instance: on 27th December, 1834, three boers, two Ferreira, and Jacobus Buurman, were coming into Graham's Town with their waggon: they were stopped by armed Kafirs: the Kafirs took away their team of oxen, and the men abandoned their waggon, as the Kafirs showed a disposition to use farther violence. Two of the men had guns, but they were afraid to use them, lest they should be tried for their lives. As the farmers fell back they were followed, and assagais were thrown. At last one farmer was wounded through the hand: he called to his comrades, "See, there's blood, surely we may fire now." They then turned and began to use their guns, the third man throwing back assagais: they behaved with great steadiness and gallantry. They were all wounded, two very badly; one of them died; but they beat off the Kafirs, who were very numerous, killing eight of them. They had taken their position by some bushes, which in some degree protected them from the assagais. These brave men were Dutch boers, and so far from showing a disposition to transgress the law, they sacrificed their property and risked their lives in pure respect to it. They were found in possession of the field on which they had fought, by a mounted patrol from Graham's Town.

In condemnation of the British settlers this writer says: "I have every reason to believe that those characters amongst them whose principles and dispositions in their own country were not esteemed of the highest order did not become in their new and adventurous mode of life impressed with a deeper or more reverential esteem for the observance of any laws whatever, either human or divine; and that following the example of the Dutch boers, they committed excesses of a sanguinary and cruel description upon the naked, and, comparatively speaking, defenceless savages."

It would have been more satisfactory had he given us some of the "reasons" on which his belief is founded. These people deny the charge; but they only ask their fellow-countrymen in England to suspend judgment upon them. They petitioned the King to grant them a trial, and a full inquiry, being willing to stand or fall by the result. A copy of this petition, by the way, communicated by a writer signing himself "Austral-African," was printed in the Times about the middle of November last.

The picture of the Kafirs, as being expelled from their ancient possessions, and crowded in numbers upon a merciless enemy, "starving and desperate," is incorrect, and cannot have been taken from observation.

The allusion, too, is to the state of the Kafirs before the late war. It is notorious that the richest of them were those nearest the colony. They had plenty of cattle and abundant grazing room.

I now come to the anecdote of the surgeon, who said that if he required a subject for dissection, he had only "to take his gun and shoot one."—"Fra Diavolo" remarks, "I fear, although merely said in jest, it would not bear a scrutinizing investigation."

Good God! what horrible insinuation is conveyed here? Is a residence in Southern Africa so demoralizing that even an educated gentleman, an English surgeon, may be suspected of murdering a man with the view of procuring a body for dissection? Is it possible that there can be found among your readers one who will go along with "Fra Diavolo" in his "fears" upon the result of any such investigation?

He then comes to the "Commandoes," which is a local name for a military expedition, great or small. "Fra Diavolo" apparently has never been upon one, and he makes his description so general that there is no meeting it. I have served upon several, and I will say that the burghers were not guilty of excesses, and I have heard them deprecate the burning of the huts of the Kafirs, as exasperating them. They are as much under control as any undisciplined force. The epithet "ruthless barbarian" is easily applied, but it is not too much to ask a writer for something beyond general assertion for the use of so hard a name.

"Many individuals well informed on these and such matters have informed me that complaints of cattle having been stolen were frequently made to Government, when the complainant wished to increase his stock at the expense of the Kafirs, and it was impossible to discriminate in such cases."

It would have been well if "Fra Diavolo" had explained what means those individuals had of acquiring their information. No stock could have been increased by such means. When cattle is stolen, the farmer reports it at the nearest military post: a party is sent with him; he shows the foot-traces of the cattle, or the *spoor*, as it is called, which is followed until either lost or traced home to the depredators; therefore a feigned loss cannot be the means of procuring cattle. This has been the system for the last eighteen or nineteen years. The Kafir is not so exposed to violence, nor so unprotected as this writer would have his readers believe. His good nature, leaning towards the savage, has been imposed upon.

In October, 1832, a young farmer, named Van der Venter, was tried at Graham's Town for killing a Kafir. It was proved that the Kafirs had stolen a number of his father's cattle. The father and son went in pursuit: in a dense thicket the young man, who was foremost, came up with the cattle, driven by two armed Kafirs. The young man, finding himself in imminent danger, fired, and killed one of them, and retook the cattle. The judge considered the act justifiable in the eye of the law, and the prisoner was acquitted. The young man had undergone an imprisonment, waiting for the sessions.

In October, 1834, an action was brought before the circuit-court against Piet Nel, a frontier farmer, for unjustly possessing himself, five years before, of twenty-three head of cattle, the property of a Kafir named Tyala. The value was laid at 30*l.*, and 20*l.* were claimed as damages arising out of the detention. The case was a long one: many witnesses were examined, Kafirs and colonists, the civil commissioners of the district, and the commandant of the frontier; and the result was, that the farmer was entirely absolved, with costs, from the charge.

A soldier of the Cape Mounted Rifle Corps was tried at the sessions at the same period for shooting a Kafir, when on patrol. The Kafir, with others, was opposing the patrol; he had seized the soldier's bridle, and was about to use the assagai, when he was shot. The soldier was of course acquitted.

At the same sessions were tried two or three cases of petty accusations of Kafirs against Hottentots of the Kat River settlement, about cattle. The truth is, that the Kafir knows perfectly well both how and where to make his complaint against the colonist, if any injury were done him.

"Fra Diavolo" condemns Sir Benjamin D'Urban for not flying at once to the frontier on his arrival in the colony. Sir Benjamin was quite aware of the necessity of his going to the frontier, and he named an early day for his departure; but other important matters detained him at the seat of government.

The slave emancipation act came out, and many and important were the arrangements which the Government had to make by the 1st December, when the slaves became apprentices; and besides, it may well be supposed that a new Governor would have much business to get through, and to put in train, even in ordinary times, before he could remove himself to a remote corner of his government, six or seven hundred miles from the capital.

At last I have reached the conclusion: "Encroached upon, massacred, extremities, pangs of hunger, wild beasts of the forest, and execration." Splendid piece of flourish, rolling on to a climax, where

"The silence dwells of my despair."

I confess myself to be too unpoetical to understand the last line, but that is a matter of small moment; the more obscure the more sublime.

1st January, 1837. TAFELBERG.

P.S. "Fra Diavolo" tells us that the "darts" of the Kafirs are called "assagais," and their villages "kraals," but he should have added that these are colonial appellations, and not Kafrarian.

Royal Naval Mates.

MR. EDITOR,—As the Service of which I am proud to say I am a member acknowledges, with justice, the incalculable benefits that you confer upon it generally, by advocating the interests that most tend to elevate and exalt the character of its members, I am induced to lay before the higher branches of our Service, through the pages of your Journal, the wishes of a large majority of the junior officers for a recognition, however trivial, of their claims to advancement and consideration.

It is a curious fact, that our situation in the public service is not materially altered by regulations from the Admiralty since the period of Queen Anne, when Midshipmen were taken from before the mast, subject to the discipline of the foremastman, disrated, flogged, and dismissed with the same impunity that the lowest boy is now. There are certainly memo's from the Board forbidding flogging and mast-heading to be continued, but it is still optional in a Captain to disrate, and by a mere ceremony dismiss from the Service of England, gentlemen whose birth entitles them to respect, and whose feelings are as acute and honourable as the man who denounces them unworthy of their situation in the ship the country honours him by permitting him to command. (I took the trouble of solving dispassionately the causes of twenty dismissals, and really they were founded upon bases *so trivial, so childish, and so frivolous,* that astonishment was excited when reflecting that men trained up in high-minded sentiments could condescend to give them a hearing.)

Sir Edward Codrington (one of the first of our Admirals), in a letter which has been printed, stated he was an enemy to slavery *in every shape* —that his blood boiled when he contemplated oppressions under whatever name they were designated; and he then asks—Is not a pressed man a slave to the will of a despot? And I ask the country in the same spirit of inquiry—Is not a man whose existence in the maritime Service of his country depends upon the will of his Commander, *a slave?*—aye, as low

as the degraded African in the scale of consideration; and is not the power to oppress as great? I need no answer; but glance at the Service.

There are numerous Mates serving at this moment from ten to fourteen years in the Service, who have a stipend of 50*l.* a-year, whilst serving, subject to the good or bad feelings of a First-Lieutenant, liable to be ordered below under an arrest for attempting to vindicate himself, refused a hearing, and discarded *at the pleasure* of a Captain from the profession he has given his abilities and youthful energies to. It seldom happens; but what I hold to is—*That the power is given; and is power never abused?*

If he is paid off in a ship, he is nominally discharged from the ship, but, in fact, from the Service, without one sixpence as a remuneration for past services, or for his country to summon him at a future day. Without rank, pay, consideration, or emolument, he retires on shore to bewail with his relatives (who support him), or the dogs, if he has none, that the British Navy, the pride and envy of the universe, leaves its youth to beggary and forgetfulness, with shameful indifference and undeserved neglect; and it cannot be too much deplored that Captains and Admirals (with some exceptions, I am happy to say) are but too willing, instead of advocating their cause, to keep them in unfeeling dependence, from an idea (as I once heard a Commander, whose weight in the Service was more bodily than mental, say) that it conduces to the effectiveness of the Navy!—as if tyranny, caprice, or insult, could ever benefit the Service, or ennoble its members.

Surely in this era of reformation, when the institutions of our ancestors are crumbling before the clamour for change, and every principle of government, good, bad, or indifferent, are being levelled to the dust, the Ministers might revert to the lamentable degradation of our humble station, and by "a long pull, a strong pull, and a pull together," bear down the prejudices that overhang us like a night cloud, and place us in a position beyond the reach of the pride, malice, or pleasure of our seniors, and shield us from everything but the *laws of justice.*

I have frequently heard Captains invested with this power, but who were too honourable to exert it, admit that some change ought to take place in the situation of Mates. I know the feelings of the majority of my own rank—I have been a witness to discussions upon the hardships of our case—and I may safely state, that if our professional rank was advanced, it would secure, instead of annul, our willing obedience to the commands of our superiors.

Midshipmen, entering as boys, must learn the duties of seamen and officers before they can become such; so that, in fact, they are mere schoolboys for the first six years. Their pay is so small that it is perfectly inadequate to meet the commonest current expenses; the consequence is, that their relatives allow them an income to meet them. When six years have been completed, they pass for Lieutenants—and when passed are called Mates.

Mates have an increase of pay above a Midshipman of 20*l.* annually, which is the standard pay though he were half a century in that capacity; and when on shore deprived of even that *(an act worthy of old England).*

In taking a general view of the Service, there is no class of officers whose duties are more numerous or vexatious; for under a First-Lieutenant the whole internal management of the ship is carried on by them, commanding and instructing the men; their only chance for implicit obedience is a reliance upon their own knowledge, and the fear of punishment deterring a man from neglecting his order.

We want but justice—common justice—from our country, and from the Service.

As Midshipr [illegible] noviciates training for officers—as Mates

we ought to become them; and in enumerating below, without entering into the detail, the propositions that I consider would render them so, I am confident it would promote the well-being of the Service, and be a blessing to the individuals.

All Mates that have entered the Service before December, 1826, or passed prior to December, 1833, to receive their commissions, taking precedence on the list according to their passing certificate.

All Mates passed after December, 1833, to receive their commissions after having served five years afloat, without any reservation.

Unpassed Midshipmen, by paying 1500*l.*, to be entitled to their commissions, after having served three years afloat, and promoted by seniority.

Entries in the Service to be closed, and 1500*l.* required before admittance can be obtained for lads whose parents are desirous for them to enter the Navy.

Mates, on being paid off, to be entitled to half-pay equal to their purchase money, at 4 per cent., and whilst serving to have 90*l.* in quarterly bills.

The name of Mate to be abolished; Second-Lieutenants to be instituted, with a uniform the same as that now worn by Lieutenants, but with smaller bullion; to mess in the wardroom, hold rank with Lieutenants in the Army, and their personal accommodation to be placed upon a liberal footing; to receive regular commissions as Second-Lieutenants; to be appointed by the Admiralty, and placed in the Navy List next to Lieutenants, and only dismissed by the sentence of a Court-martial.

Should these hopes and wishes of a body of officers meet the gracious approbation of those Ministers whose aim is to reform and improve, I feel confident it will be the means of begetting a spirit of emulation and happiness in those youths whose prospects are now withering under the influence of disappointment and inattention.

With the greatest respect, I am, Sir,
Your obedient servant,
H.M.S. ——, July 10, 1837. A MATE.

Remedy for the Mortality in the West Indies.

MR. EDITOR,—I am much pleased with the endeavours Lord Howick is making towards diminishing the mortality amongst the troops in the West Indies, on which I humbly beg to offer a few short observations. The causes of this great mortality may be classed under three distinct heads:—

1st. The barracks being to leeward.
2nd. The present canteen system.
3rd. The quantity of salt provisions.

Regarding the first it is unnecessary to say any thing. No one will attempt to deny a fact so clear, and I can see no necessity for their being to leeward in time of peace. When war ensues, unhealthy positions must be occupied, and hundreds must die in consequence. Our strongest but most sickly barracks have in many places been abandoned. In case of war the troops would have to come nearer the chief towns, to protect the ports and shipping, and many positions must be then garrisoned, and again fortified, although close to a swamp to windward. A sort of half measure has been adopted by placing the troops in some places in more healthy situations, but not the most healthy; they are not swept off now by companies, but rest contented with losing about twelve yearly in a hundred; when, if they had placed the barracks at once to windward, the mortality would not have been more than six per cent., allowing for what bad rum kills under the present canteen system, for which my chief object is to propose an amelioration. Situated, as at present, if a barrack or fort escapes a swamp to windward, it is sure to have mountains covered

to the summit with evergreen trees and underwood, and large quantities of vegetable matter at the bottom, from which the powerful heat of the sun extracts a light blue vapour, which is wafted, but seldom so visible as at St. Lucia, over the hilly forts of Dominica, St. Kitt's, St. Vincent's, and Granada. Under the head of leeward situations may be classed the effects of night duty.

I attribute the general healthiness after a hurricane to be, from what I have seen, a range of mountains and valleys stripped of every leaf, the power and quantity of rain washing all the filth of the mountains and valleys into the sea, as if the island had been dipped in the ocean, and its smooth surface washed off, presenting a most ragged appearance. It may appear at first the expense would be enormous for new barracks to windward: the best adapted for the climate are those of one story, stone walls, wooden roofs, and deep verandas all round; the flooring a few feet from the ground; the shelves, pegs, &c., not being fixtures, they are kept wholesome and clean by lime washing; the verandas being deep, the men are protected from the sun while cleaning their things; they also dine under them. Every regiment, with the assistance of a few Engineers, could do all the masonry themselves; lime is abundant and near; the employment would be most beneficial to the soldier; and the roofs and verandas sent out, made, from England. I saw a wing of the 69th Regiment at St. Vincent's in what were called barracks, that cost 500*l.*; those at St. James's, Trinidad, cost 120,000*l.*, built for about 300 men, in a most unhealthy spot.

A committee of the Commanding-Officer, the resident Engineer, and Lieutenant-Governor, having the disposal of 5,000*l.*, the fatigue of the regiment, and half a company of Engineers, could build most excellent barracks for a regiment.

Regarding the third head,—the quantity of salt provisions, five days in the week,—all medical men have allowed it prejudicial to the health of the soldier in a tropical climate, rendered worse in its effects by constant confinement in one place, without excitement or variety; but his Lordship has done more towards remedying this evil by a few words, than all the circulars and commissions of inquiry by the Horse Guards, which have always ended in nothing. One cause therefore of this great mortality may be considered as done away with.

The 2nd head, regarding our present canteen system, as conducive to the mortality in the next degree to local situation. I must state, but perhaps not very correctly, the amount received for canteens to be about 10,000*l.* a-year, drawn from the pay of the soldier. The sum, whatever it is, must be very large, when twenty British soldiers are put up to contract to the highest bidder, and are rented at from 15*s.* to 25*s.* per month, for the sole right of selling rum to them, and the money paid monthly by the black or coloured canteen-man to the Ordnance Officers, who act as landlords, and are bound to protect the canteen-man's interests against the never-failing complaints of Commanding-Officers. This very public competition is a powerful incitement to sell bad rum, for so it is in every canteen. The board of officers to taste the rum is a perfect farce, considered only as a miserable cover to an iniquitous system. Dysentery and delirium tremens kill more soldiers than fever. Surely some measures should be taken to counteract the inducement to new rum drinking, which might be done without injuring the rents. I appeal to those who have seen West Indian canteens, if they are not mostly degrading, inconvenient, and filthy, and on the principle of the gin shop. Is it fair to open a rum shop in a barrack to which, in many places, the soldier is confined, from climate and local nature of the fort or garrison; in which neither gin nor beer is sold in a state to be drank; where two or three rusty tin mugs serve for hundreds; where every soldier to quench his thirst must go to the counter of the rum shop, call for his half-pint of rum, add half-a-pint of water, drink it

off, and another takes his place? This or tank water, half hot, is his choice: in their present state, destruction and large rents (sufficient to pay all barrack expenses in the colonies) are the only ends obtained.

To ameliorate this horrible system, I would propose placing the canteens under the Commissariat, to be provided with every thing from their stores, served to the men by a respectable serjeant, under the management and responsibility of the Commanding Officer, by far the most likely man to consult his men's happiness and comforts. I believe no rum is issued to the Navy but what has been five years in store; on what principle of justice or humanity is it then that soldiers in the West Indies have not the same regard shown to them, for there are Commissariat stores to place it in, and these stores are all furnished with guards? Gin, beer, and tobacco, should also be provided from the Commissariat: soldiers would not go elsewhere, for no one could sell so cheaply and so good; and it would produce to the Government more than the rent of canteens, for the Commissariat would contract for these things in very large quantities, and have a choice of qualities: retailed, the gain would be enormous. As the serjeant should be paid for performing the duty, if the issues were weekly to him, and he paid the amount in weekly to the Commissariat, the risk would be nothing. Commodious canteens should be built, and a part of barrack furniture should be pewter pots, a machine for drawing the beer, and all other necessary things, as tables, forms, &c. &c. An excellent plan is to give half the men's coffee to them at gun-fire in the morning, which is done by its being boiled over night and heated before the gun fires.

In a few words, therefore, I would suggest putting the barracks to windward, and near a river, or rivulet, when practicable; and the canteens on the plan of the public-house, under the Commissariat, having cheerful rooms, good beer, spirits, and pipes, as calculated to prove the greatest boon ever conferred upon the soldier in his West Indian service.

London, 9th July, 1837. H. F.

Colonization.

Mr. Editor,—Having been in hopes that long ere this some person would, through the medium of your valuable Journal, draw the attention of the public to the colonization of the northern coasts of Australia, I take up my pen, hoping my efforts may excite some writer of more influence to bring the subject before Government, and those who are concerned in the prosperity of England and its colonies. It is well known that the passage home from Sydney through Torres' Straits is a very dangerous one, from the numerous coral rocks formed, and constantly forming. The islands adjacent, and northern coasts of Australia especially, are inhabited by cruel savages, who seize upon those unfortunate beings who have escaped from their wrecked vessels, and who happen to touch near the land, and either murder them or lead them into a dreadful captivity, from which few ever return.

If settlements were formed in various spots along the northern coasts of Australia, from Cape Flattery, in long. 145° E., westward towards Melville Island, in long. 132° E., and also one or two on the southern coast of Papua, or New Guinea, and on some of the islands which extend from those called the Eastern Fields, at the entrance of Torres' Straits, to the Island of Timor, they (the settlements) would act as a great check upon the cruelties of the natives, and would form another mart for English goods; and the crews and property in those vessels which might happen to be wrecked would be very often saved. There was a settlement made a few years ago some distance to the westward of the Gulf of Carpentaria, at a place called Raffles Bay, about 10° S. lat., and 132° E. long., which bid fair in a few years to have become a prosperous port; but from preci-

pitate and false reports which were sent to Sydney, shortly after landing, by a few spiteful persons, as regarded the healthiness of the place, and the position of the natives, orders were sent by the Governor that the settlement should be given up, which was done after all the money that had been spent, and just after the Commandant, Captain Barker, (since killed in Spencer Gulf) had succeeded in effecting a friendship with the natives, and in opening a trade with the Malays. The Malays expressed themselves much surprised and pleased to find an English settlement there, and in consequence of their being so well treated in trade that year, promised to return in more vessels the next year, which it is likely they did; but they would find the place vacant, as the settlement was given up that year.

There was an opening towards the civilization of the Malays lost through a precipitancy very common to the undertakings of the English Government, as the next year would have proved the falsity of those reports before mentioned. The land round Raffles Bay, and indeed the whole northern coast of Australia, is very fertile, with very few exceptions, and many of the islands near are also fertile. Timber of many useful kinds are common. Tea, coffee, indigo, and the different spice plants might be cultivated with great success. The settlements would cause others to be made, and we might hope in a few years to see the northern in as thriving a state as the south-eastern coast is; it would also go far in discovering the interior of that country.

If we do not make settlements on some of the islands in the eastern Archipelago, some other country will, which hereafter may prove a thorn in the side of our colonies.—Hoping I have not trespassed too long on your valuable time, I remain, Sir, a subscriber to your excellent Journal,

September, 1837. E. O.

Naval Assistant-Surgeons.

"Do we ask
A gift, thou calm'st us with its gilded seeming."

Mr. Editor,—Twice have I already appeared in your columns, fighting in the cause of a much-neglected class of her Majesty's Naval Service. A third time I am called forth, with feelings of disappointment and shame, for the highly culpable apathy our claims have met with from those whose duty it is to watch over the Service, to protect and advance its interests in every class.

"Tempora mutantur et nos mutamur in illis!"

As things were ten years ago—promotion common after four years, and one of these in hospital—three years in a midshipman's berth was tolerable. Now, when twelve years' hard and unremitting servitude cannot ensure the step, I assert that it is not only unjust and indecorous, but insulting and degrading to humanity, to see a gentleman endowed with the proper feelings of his kind, with the imprint of years, disappointment, and consequent dissatisfaction on his features, thrown among ten or a dozen boys, at the age of thirty-five—perhaps a husband and father—considered and treated as a *young gentleman—pas toujours! gentleman*—the old growl of his own mess, and the unfit, or—God help him!—the occasionally patronised associate of the other—forced to swing in a steerage hammock, and to perform all the operations of the toilet exposed to the rude gaze of the meanest on board; and all this while the boatswain has his delicate frame and feelings skreened by the bulk-heads of a cabin!

Is there a man, even among those "potent, grave, and *learned* seignors," who propound our naval laws, can deny that the qualifications, privations, and deserts of a Naval Assistant-Surgeon are equivalent to those of his military brother? Certainly not! Why, [illegible] that the former may serve until his [illegible] the comb[illegible] gain in second childhood placed u[illegible] ore than *three* years'

time, while by our sapient, most just, and apparently sacred laws, the latter reckons and has his advantages for every hour served?

Why is it, may I ask, that the army officer, after ten years' service, has his pay augmented to ten shillings, and the naval continues performing the same services to his country, be it "*per mare, per terram*," for the much smaller sum of six and a half? Is this the open-handed justice of a liberal Government, and the most advisable way to retain and procure for our naval heroes the medical services of respectable and well-educated gentlemen? "I should think not." A medical man's acquirements are his stock in hand, to be disposed of at the best market; and should the demand become anything like what it once was, the Army—British or Indian—will continue to be supplied with men such as either Service can now boast of, and the Navy will again have an opportunity of entrusting their lives and limbs to apothecaries' boys and porters, the doctors' mateys of yore.

The fact of the matter is—and why it should be, unless from diffidence, I know not—naval officers, honoured with seats in their country's senate, are shamefully negligent in exposing such disparities—alike humiliating to those who feel and those who tacitly submit to them, be it from negligence, ignorance, incompetency, or fear. The military senator, his mind as expansive as the ocean, despises the contracted limits of a quarter-deck, stands forth undaunted by the "Hears" or coughing of a heartless and unthinking party—represents the slightest injustice practised on the most insignificant, and has awarded him, by a British Parliament, that justice* a British people intend for all.

For the better elucidation of my subject, I will draw out a short tabular view of a few of the grievances complained of; and for comparison I will take both officers' services at twelve years:—

	Actual Service.	Service Reckoned.	Annual Full-pay.	Annual Half-pay.	Widows' Pension.
Military	Years, 12	Years, 12	£182 10	£73 0	£40 0
Naval	Years, 12	Years, 3	120 0	54 15	36 0

Thus we find the Naval Assistant has nine years of his twelve, in counting for retirement, to serve again, with as many more as it may be decreed him to remain in his present capacity. His full-pay, to talk in round numbers, is sixty pounds; his half-pay, twenty; and his widow's pension, four pounds less than the others.

It will be allowed that these men have their feelings—call them *failings*, if you will—like others, and are sometimes excusable in taking unto themselves a wife. How many privations must their wives and children—a sailor seldom wants these—suffer which the sixty pounds would prevent! how many unmarried, existing on half-pay alone—only a few, thank God—would, by the assistance of the twenty pounds unjustly withheld, be able, once a week at least, to show themselves in a respectable part of the town, and breathe the caller air, now immured in the back slums of London! and how many little pairs of shoes and stockings could the widow not buy, even with the four pounds, some may laugh at me for mentioning! Those that do, I am afraid, were never anything but "widow's men!"

I am here actuated by no selfish motive, being determined never to degrade the lassie Heaven destines for my own by making her the wife of a Naval Assistant-Surgeon *in statu quo*. Should it please my Lord Minto, however, to see us placed on a footing with our military brethren—having

* Quere?—Ed.

already seen about half the period granted us below—I might certainly do worse than steer northward, and throw myself at a certain lady's feet. She would not think me "owre young to marry yet!"

What have the north and ladies' feet to do with this? you may ask. Excuse me, I have a weakness on these points, and am very subject to be led astray by them.

Besides the disparities given in the table, allow me to state to those ignorant of the subject, that when troops are embarked, by right the Assistant walks with the other officers into the wardroom, and takes his airing on the weather side of the deck, while poor Pill Garlic is driven to leeward on all tacks, perhaps below to the cockpit, where he may chew the cud of reflection, and think of (he has not the soul to sing) "the light of other days."

Incredible as the following may appear, should an Assistant-Surgeon be ordered, for however short a time, to doff his naval hide, and substitute the more gaudy one of the marines; possessing the same rank; remaining on the list of naval officers; behold the change! A cabin is at once given him, I suppose, to take care of his coat. The Lieutenants, *et hoc genus omne*, drop the Mr. immediately. Our friend finds himself completely metamorphosed in one short hour. The officer who formerly ordered him on deck, as a "young gentleman," now grinning, familiarly approaches with a pat on the shoulder, and an "all right, old fellow! Grub with us now, eh?" &c. His late messmates are smitten, tender him those monosyllables of obedience or respect, "Yes," or "No, Sir," which they formerly might have applied to him in derision. The men are more niggardly of the grease on their jackets; they refuse to share it with him rubbing along the decks; they *know* their distance; and the marines have acquired more freedom in their limbs, superior and inferior; *that* hand which hung dead by the side is as if by magic thrown up to the salute, and those legs have removed to a respectful distance the carcase from which he was daily wont to receive a familiar jostle. "*L'habit ne fait pas le moine!*" He is still liable to be roasted in the Devil's Den; the fit name, in my opinion, for a cockpit berth, having nothing but *blue devils* before my eyes, when in one; and in a few weeks he will cast his skin again, assume his juvenile habits and name, that he may finish those gambols he neglected at school.

> "Look on the picture, deem it not o'ercharged,
> There is no trait which might not be enlarged."

Memorials and petitions, "many 's the time and oft," have been signed, humbly, earnestly, and respectfully presented to my Lords Commissioners and *ci-devant* Commissioners of the Victualling Board: how answered? By an insulting disregard of all our comforts and rights! Now that a grinding and ill-directed economy "destroys the germ of generous ambition," let us again earnestly call on my Lords of the Admiralty to redress our wrongs. Should they still, which a few months will tell, lend a deaf ear, and hold out no helping hand, let us endeavour to arouse the sleeping energies of our Naval Lions and Legislators, to take the example of a Codrington, and stand forth, as he in former Sessions has done, for the honour of the service he belongs to, and procure for a deserving class—I must trumpet—of officers at least credit for those years (the best of their lives) spent in their country's service.

In the late promotion I think my Lords Commissioners might, without much distressing the country, have conferred a few pieces of parchment on the most deserving of all classes. A brighter day must come; if not soon, there is but one sure way, which I will suggest, and by which we may prudently, respectfully, legally, and politically have those evils remedied. "For Philip's eye."

(Nomine mutato) ASTER.

Advantages of Study and Practical Knowledge in the Navy.

Mr. Editor,—Having lately perused many numbers of your Journal, I was much gratified to observe how earnestly you called the attention of all Naval officers to the duty of embracing those opportunities of improvement which so frequently offer, and in these times the duty is more urgent, when all other professions are making such rapid strides in the field of science, and when the humbler classes of society, viewing knowledge as the common birthright of mankind, join in the pursuit. If, therefore, the naval profession would retain that distinction and respect which its power, and rank, and valour have gained, it must unite to these exquisite qualities that of knowledge. As you have justly observed, it is not a mass of book-learning that is required, but that training of the mind whereby its discerning faculties might be brought into proper action, and applied to the investigation of those phenomena which constantly surround them. Our natural philosophers theorise at home on what they have never seen, when the observation of facts daily presented to these officers, and the inferences they might draw from them, would bring to light many secrets which have hitherto defied all explanation. There is no scope in the whole range of natural philosophy presenting such an untrodden but inviting path as an inquiry into the mysteries of those elements in which the naval officer may be said to live—none promising such gratification or chances of distinction as this does. The modern philosopher is ignorant of the laws which govern them, or the causes of their frequent disturbance—the tides, the currents, the impetus of the waves, the winds, the tropical storms, the atmospheric changes,—in short, all the movements of these elements are inexplicable; and why? Are they past finding out? Surely not; for though their investigation be fraught with difficulty, we have but to review the successful labours of recent discovery, and we shall ever live in hope of knowing more.

It is also interesting to consider what the study of the sciences is likely to effect in the moral condition of the Navy; for this strikes at the root from whence the motive of all our actions springs; it exerts its influence on the noblest qualities of our nature, and by improving and strengthening these in the time of peace, it shows during action what true valour is, how it is the impulse of a well-ordered and energetic mind, a sentiment of the heart, a virtue, and not the *fear* of public contempt. We may have the wisest legislative, and the most rigid executive in our Navy, but these, indispensable as they are, can only exercise a very limited power; they act merely by physical force—they neither appeal to the sentiment, nor seek the motive, but rest contented with the action.

But putting aside the advantages which would accrue to the Naval Service by this improvement of its officers, I would take a more limited view of the subject, and remark how amply these gentlemen would be repaid by the gratification they would experience in the pursuit of such studies—the time which passes away so heavily with many of them when on active service would in this way be passed in the most agreeable manner—not to mention the interest they would feel in the hope of shedding some light upon the darkness which pervades so many of Nature's works. Indeed, when we consider the peculiar advantages which naval men possess for inquiring into her secrets, we cannot but feel surprised that they should pass by neglected, particularly when we remember how often the mere relation of their casual observations to scientific men have thrown such light upon obscure points as to lead to their final explanation. How gratifying would it have been to these officers, if having been themselves possessed of the rudiments of natural philosophy, they could have appreciated the importance of what they saw, and applied it to discovery! Under such circumstances they would return home to their native shores doubly deserving the gratitude of the nation. I have often thought that the principles of the various sciences should constitute a part of every

officer's education; and indeed were they once introduced into the Service in this manner, and their cultivation duly encouraged, the happiest results might be expected.

I need scarcely observe how peculiarly fitted medical men are for the investigation of these things, who have been brought up in the lap of Nature, and become familiar with her ways. Their professed study is her book, every page of which, as far as hitherto has been interpreted, they are supposed to have read. And here, Sir, permit me to point out a great blemish in the Naval character, which has never yet provided suitable accommodations for her medical officers, at least as far as concerns the Assistant-Surgeon; and if the truth must be spoken, it reflects no great credit upon those to whom this department of the Navy is confided, that so little consideration is paid to the comforts, the wants, and the expectations of these gentlemen. I had hoped that the year 1837 would have seen many of the grievances under which they labour removed, and more particularly that which attacks the very vitals of knowledge, the impracticability of study.

With all deference, I consider this last a subject so important as to demand your most serious attention; because the longer the evil continues unreclaimed the more injurious will it prove to the interests of the Service. I cannot well conceive a more pitiable case than that in which a man anxious to acquire knowledge is defeated in his objects by impediments which he cannot overcome. Such a state may make a man unhappy, but when he traces the cause of his misfortunes to the indifference of those who should have his interests most at heart, his spirits droop, he becomes callous, and perhaps also demoralised. But I look forward to brighter days; and I trust the good sense and benevolent feelings which I know dwell in the bosoms of many who are set over this department will at length prevail over their petty objections; and, moreover, I hope the day is not distant when your own laudable efforts will be crowned with success, and that a spirit of scientific enterprise will be diffused throughout the Navy, that she may become one of the great nurseries of learning; and that as her glorious flag now floats triumphant over the seas, so may she stand pre-eminent in the world of letters! I have the honour to be, Sir,

Your most obedient Servant,

Clifton, 1837. MADDOCKS.

A Decoration for Military Service.

MR. EDITOR,—I hope that you, who have so strenuously advocated the claims of the Officers of the Navy and Army to an honorary distinction for service in action, will agree with me that the period has arrived when it should be conferred, if ever. The accession of a Queen to the throne is too important an event to the Empire to be suffered to pass without more than the customary acts of munificence bestowed on similar occasions. So uncommon an occurrence cannot be more justly celebrated than by granting this boon to the United Service; and it is to be hoped that it may be submitted to Her Majesty's most gracious consideration with as little delay as possible. I have heard it stated that the great objection to such a measure is the fear of exciting the jealousy of many old officers, who, though long in the service, were never under fire. If such is the reason of its being hitherto deferred, there cannot be a more unjust one advanced, and the same argument might have been adduced against bestowing the ribbon of the Bath, the Peninsula or Waterloo medals. In fact, no impartial person can uphold the principle of doing an act of injustice to the many to gratify the few. On all such occasions it is necessary to draw a line of distinction; and there surely cannot be one more fair than to select those who have risked their lives in battle from those who have not. It is this very distinction that would render the decoration valuable to its [illegible] throw a halo round it which will cause the roses of Victo[illegible] as that of Maria Teresa or the Legion of Hon[illegible]

The distinguished conduct of British officers during the war proves that they require no other inducement to do that which is bold and brave than the glory resulting from their actions; but their Sovereign and their country voluntarily came forward and with no stinted hand showered on the superior ranks honours and wealth. We, the juniors, whose humble efforts assisted in winning these distinctions, claim no share of the wealth, but we do consider ourselves entitled to some portion of the honours, and now appeal to our gracious young Queen for what has been so long withheld from us.

To satisfy the Economists, the expense of the decoration might be covered by a fee charged to those who receive it, on their names appearing in the Gazette. ANON.

Officers' Quarters.

MR. EDITOR,—I am anxious to draw the attention of the Master-General and Board of Ordnance to a paragraph in the King's Regulations and Orders for the Army, published 1st June, 1837, with reference to the priority of selections of quarters, and I crave a small space in your interesting Journal, to exhibit the injustice to which it gives rise. In pages 274 and 275, after it has been stated that no officer shall be dispossessed of quarters by one of a corresponding rank, it goes on to say—"but in all cases a Captain may claim a priority of choice over a Subaltern, notwithstanding such Subaltern shall have been in previous possession of the better quarters." On the arrival of a regiment in barracks the quarters are of course selected according to the regimental rank of the individuals; it is therefore natural to infer that the senior Subaltern is in possession of the next best quarter to that of the junior Captain, and that if there are more quarters than officers then present with the regiment, those unoccupied must be the least desirable. Now, should a Captain be absent, even for his own pleasure, at the first distribution of quarters, he will, on his rejoining (provided his selection is not influenced by private feeling), dispossess the senior Lieutenant, who is forbidden to turn out one of his own rank, and must, consequently, remove into any quarter left for him, thereby actually taking choice after the junior Ensign. The dread of such a measure would often deter a senior Subaltern from occupying a quarter to which his rank entitles him, the possession of which should not be dependent on the whims of every Captain joining from leave, frequently an officer younger in years and arms.

That such a regulation is unsound, and requires amendment, must be evident. I propose that the quarters, instead of being lettered according to the present regulation, F. O. Quarters and Officers' Quarters, should be respectively told off for the three ranks, and marked F. O. Quarters, Captains' Quarters, and Subs' Quarters; then should a senior Subaltern, in the absence of a Captain, take possession of his quarter, he does it with the knowledge that he is liable to be turned out, and has no just cause of complaint, or else that the quarters intended for the accommodation of Captains and Subalterns should be marked Officers' Quarters, 1, 2, 3, and so on; then each individual would know his room on entering a new station, according to his standing from the senior Captain. This method would also obviate the expense and annoyance that are so frequently experienced when a regiment marches by successive divisions to a barrack, and the Officers of the leading division are compelled to reside for several days at an inn, or else to unpack in a quarter with the certain prospect of being ejected by one of the last detachment. This arrangement would not hinder Officers exchanging their quarters for their mutual accommodation.

I am, Mr. Editor, your obedient Servant,

Sept. 1837, *en route*. IOTA.

---

away, and some of the chain-work cast loose to permit rigged ships to pass into the harbour. A granite railroad is formed from a new mast-house, but has not yet been used.

With respect to the military affairs of the garrison, the following changes have occurred:—Two companies of the 98th Regiment arrived a week or two ago in the Hotspur transport from the Cape of Good Hope, and joined the head-quarters at Gosport; and after the whole regiment, under the command of Lieutenant-Colonel Campbell, had been most satisfactorily inspected by Major-General Sir T. M. Mahon, the Commanding-officer of the district, they marched in three divisions to Weedon Barracks, on Monday, Tuesday, and Wednesday last.

The depôt of the 59th Regiment, in command of Major Gordon, having been in the district upwards of three years, was, about a fortnight back, moved to Newry in the Messenger steamer. Previous to leaving Portsmouth, the Lieutenant-General addressed a General Order to the depôt expressive of his approbation of their correct conduct, and the good discipline they had maintained during their sojourn. The Messenger returned on Monday with the depôt of the 89th Regiment, under command of Lieutenant-Colonel Basden, C.B., and landed them at Gosport to occupy the quarters vacated by the 98th Regiment. The usual inspections have taken place. The troops in the garrison now consist of the second battalion of the Rifles, and the depôts of the 24th, 47th, and 90th Regiments in Portsmouth, and the depôts of the 5th Fusiliers and 89th Regiment at Gosport.

The building in the Dockyard formerly used as the Naval College is still appropriated for the monthly examination of Midshipmen and Schoolmasters in navigation, and is conducted by one of the late Mathematical Assistants of the College, and the Schoolmaster of the Excellent, under the superintendence of the Port-Admiral, Admiral-Superintendent, and Captain of that ship. Whether this method is to be permanent, or, like all the arrangements of the Admiralty, constantly changing, no one knows, nor is it thought the Board do themselves.

The following Midshipmen were examined and found qualified this month:—

Francis Willoughby, Donegal; Edw. N. Troubridge, Melville; Geo. H. Seymour, Royal George Yacht; Robt. A. Stewart, Wm. J. L. Quinlaw, Geo. J. Taylor, Saml. Morrish, C. W. Plummer, Chas. G. Fegen, J. M. R. Ince, no ship.

Plymouth, Oct. 21, 1837.

Mr. Editor,—When I last wrote you the Dockyard appointments consequent on the retirement of Mr. Roberts, the late Master-Shipwright, were not known here; they were, however, officially announced the day after I sent my letter away. Mr. Hawkes, Master-Shipwright of Pembroke Yard, comes here; Mr. William Edye is promoted to the rank of Master-Shipwright at Pembroke, from that of Builder's Assistant at Portsmouth; Mr. Sturdee, Assistant at Sheerness, is removed to Portsmouth in the same capacity, in the room of Mr. Edye; Mr. Bois, one of the foremen of this yard, obtains promotion, and takes the place of Mr. Sturdee at Sheerness; and Mr. Llewellyn, an inspector of shipwrights at Woolwich, is made one of the foremen of this Dockyard in the room of Mr. Bois.

The Assistant Master-Attendant of this Dockyard (Mr. Walker), with a party of riggers, returned here on the 21st ult., after having navigated the Gorgon, steamer, from Pembroke to Sheerness, where she has since been docked for the purpose of fitting some pipes through the bottom belonging to the engines; and she was towed up to Woolwich on the 30th by the Medea. Mr. Walker and party again sailed on the 24th, in the Rochester, lighter, for Pembroke, to bring round the Lily, 16-gun brig:

she arrived here on the 7th of this month, with Mr. Hawkes and family on board; and that gentleman commenced his official business at this yard on the Monday following, the 9th inst.

The Messenger, steamer, Mr. John King, Master, arrived from Dublin on the 26th ult., with a depôt of the 2nd battalion of the 1st Royals, in command of Major R. Bennett: they disembarked at the Dockyard, and marched into the barracks recently occupied by the 99th, and the steamer sailed again the next day for Portsmouth. The Seahorse, 46, was undocked on the 26th, having been newly coppered; and the Hamadryad, 46, was taken into dock on the same day to have her copper examined. The Delight, 10, Lieut. Com. J. Moore, sailed for Falmouth on the 28th; and the Comet, steamer, Lieut. Com. G. F. Gordon, sailed on the same day for the coast of Spain.

The Wellesley, 74, Captain T. Maitland, with the flag of Rear-Admiral Sir Fred. Maitland, as Commander-in-Chief on the East India station, arrived on the 29th from Portsmouth: she was about twenty short of her complement when she came into the Sound, but had no difficulty finally in getting manned. During the time the Wellesley remained here, the Admiral had the ship swung, to ascertain the amount of local attraction: the process was gone through under the immediate superintendence of one of the foremen of the yard, Mr. Watts, a very intelligent officer, who fitted one of Professor Barlow's plates, after he had completed the requisite experiments. She sailed on the 11th of this month. The Pique, 36, Capt. E. Boxer, arrived also from Portsmouth on the 29th ult.; but her stay was of short duration, as she sailed again on the following day with stores and provisions for Lord John Hay's squadron off San Sebastian. The Gipsy, cutter, arrived on the 30th with supernumeraries from Sheerness, and returned the next day.

October 1st.—The Comet, lighter, arrived here on the 1st of the month with sick men from the Terror, bomb, now at Lough Swilly. The Terror is expected at this port as soon as she can be put into a sufficiently seaworthy condition to admit of navigating her in safety: some shipwrights from Chatham have been employed upon her under the directions of Mr. Price, one of the foremen of that Dockyard. The Swale, tender, arrived here from Cork on the 2nd inst., with a detachment of troops for Falmouth, to relieve those doing duty at Pendennis Castle; and the Tortoise, lighter, sailed on the same day for Belfast. The Alligator, 28, Captain Sir J. Gordon Bremer, came into the Sound on the morning of the 3rd inst.; she left Portsmouth four days previously for the chops of the Channel, with orders to relieve any ships endeavouring to come up Channel, but prevented by easterly winds. It appears that the Alligator is going to the north-west corner of the island of New South Wales, on a voyage of observation, upon the result of which it is expected that a settlement will be formed as near as possible to our East India possessions. It being intended to fit this ship with a patent chain-messenger, she came into Barnpool on the 12th, in order that her capstan might be sent on shore to undergo the alterations which will be requisite to adapt it to the working of a chain-messenger.

The Diligence, transport, sailed on the 4th inst. with stores for Pembroke Yard. The Rhadamanthus, steam-frigate, Commander Arthur Wakefield, arrived on the 5th inst.; she towed the Donegal, 78, Captain John Drake, from the harbour into the Sound, and sailed on the following day for the Mediterranean.

The Devon, lighter, arrived on the 6th from Passages, which place she left four days previously. The Swale, tender, arrived on the same day (6th) with unserviceable packet stores from Falmouth; and the Sinbad, lighter, also arrived on the 6th, from Holyhead, and proceeded to Chatham the following day. The Tortoise, lighter, sailed on the 7th with stores for the packets on the Liverpool station: the Rochester, lighter, arrived on

the 7th with stores from Pembroke; and on the same day, the Lily, 16-gun brig, also arrived from Pembroke: she is to be fitted at this yard for commissioning.

The Pique, after an absence of twelve days, returned to this port from the coast of Spain on the 12th inst., and remains here still. Report says that she is again to make trial of her sailing qualities in company with the Inconstant, and that the trials are intended to take place for a period of at least two months during the winter season.

The Pyramus, bark, of 367 tons, Mr. George Livesay, Master, came alongside the Dockyard on the 17th inst., being laden with cowdie timber, from New Zealand, for Her Majesty's service. As far as I have been able to ascertain, a favourable opinion obtains here respecting the general fitness of this description of timber for mast purposes; but it seems that the Dockyard people have but a very imperfect knowledge of its qualities from their own experience. As soon as the Pyramus has discharged her cargo, she will be surveyed by the Dockyard officers, and, if found fit, will be taken up for the conveyance of troops to Barbadoes.

The Favourite, 18, Captain W. Croker, and the Forester, 3, brigantine, Lieutenant Roseabury, are both ready to go down into the Sound, being complete for sea. The Crocodile, 28, is also nearly ready. Captain Foote has resigned the command of this ship, and has been superseded by Capt. Polkinghorne, who was flag-Captain to Rear-Admiral Fred. Warren, when in command of the Cape station, in the Isis, about five years since.

The Talbot, 28, is at the jetty undergoing repairs, to be brought forward again for sea-service; and the Weazle, 10-gun brig, in the basin, is also under repair, to be put into sea-going condition. The Canopus, 84, having been put into a temporary state of ordinary, being in want of repair, was hauled off from the Dockyard to her moorings this morning. The Espoir, 10, lying at the same jetty, is nearly finished by the Dockyard, and ready for commissioning.

The Donegal and Pique are the only ships in the Sound. The former will go to Portsmouth very shortly: she is still short of her complement, but as she has opened a rendezvous at Portsmouth, it is probable she will be manned very soon after her arrival at Spithead. Sir John Ommanney hoisted his flag on Tuesday last, the 17th inst., on board the Excellent, at Portsmouth, and struck it again immediately, until the arrival of the Donegal.

Before I "bid repose" to my pen, let me not omit to mention a circumstance of great local interest. The charter for incorporating the town and suburbs of Devonport arrived here on Saturday last (14th inst.), and was read publicly at the Town-Hall on Wednesday, after which the incorporation committee perambulated the borough and proclaimed the charter in several places. Devonport will have twelve aldermen and thirty-six councillors; the election of councillors will take place on the 11th of December, and a mayor will be chosen on the 12th.—Yours, &c.

D.

Milford Haven, 17th October, 1837.

Mr. Editor,—It is my painful duty this month to communicate the melancholy event of the death of Captain Cumby, C.B., Superintendent of Pembroke Dockyard—than whom, a more amiable man and better officer never existed. His demise, which took place on the 27th of September, after little more than a week's illness, has thrown the neighbourhood generally into a state of gloom from which it has not yet thoroughly recovered. His funeral, which was a military one, and took place on the 4th inst., was both numerously and respectably attended, and his remains deposited in the newly-consecrated burial-ground at Pembroke Dock, alongside those of the late Lieutenant Colonel Bailey, commandant of the

garrison. By the demise of Captain Cumby, the sole charge of the Dockyard, as well as Her Majesty's ships and vessels afloat, devolved upon Commander Corbyn, of the Royal Sovereign Yacht, the next naval officer in commission, which he still retains, as there is no successor to the superintendent yet appointed.

On the 4th inst. the Lily, another of the surveyor's splendid little ships, was launched from Pembroke, but without any of those demonstrations of rejoicing which usually accompany such proceedings, owing to the death of the respected superintendent. The following are her principal dimensions:—

	Feet.	In.
Length between the perpendiculars	100	6
Do. Keel for Tonnage	78	8¼
Breadth extreme	32	5½
,, for Tonnage	32	1½
,, Moulded	31	7⅞
Depth in hold	15	2¼
Burthen in Tons	434	43/94
Do. by the new rule	254	
Launching draught of water } Forward	8	2
Bilgeways off } Abaft	12	4
Breakage	none.	
Height of Ports from Deck	0	8
Depth of Ports	3	5
Weight on board of Anchors, Cables, &c., about	15 Tons.	

The Lily sailed on the 6th inst., under charge of Mr. Walker, for Plymouth, after having been rigged, coppered, &c., in the short space of six days. G.

New South Wales, 1837.

This Colony, one of the richest and most flourishing under the Crown, labours under many disadvantages, from the difficulties of internal navigation, as most of the rivers have bar harbours. To remedy which steamers would tend greatly, from their small draft of water, to speedy and certain communication as to time. At present, from twelve to fifteen would find ample employment, and pay well. On the River Hunter, which possesses immense property in lands, flocks and herds, there is a very large population, which are constantly moving up and down this rich settlement, with all kinds of produce to the metropolis (Sydney). A single steamer now plies, and makes, upon an average, more than 200*l.* per week. There is abundance of work for two, and to render the proprietors rich and independent. There is only one other vessel of this kind in the colony (except one from Sydney to Paramatta—eighteen miles) employed between the capital and Port M'Quarrie. Van Diemen's Land could well employ two to advantage, between Hobart Town and Sydney; and the new settlement at Port Philip could employ two more good-sized vessels, touching at Launceston, directly opposite to it, in Van Diemen's Land. Two are much wanted for the new colony on the Murrumbidgu, the nucleus of which is at Kangaroo Island, at the mouth of the Murray. These extensive countries, lately discovered by Captain Sturt, promise to become some of the richest in that quarter of the globe. Several more might be usefully employed at the small harbours and rivers on the coast, where vessels of any considerable size could not enter.

Coals are abundant in the country, and cheap,—9*s.* per ton, and shot directly into the steamer, from the pit at the mouth of the Hunter, at a place called Newcastle. The country also possesses plenty of wood.

The staple of the country is Merino and Saxon wool; and any man proceeding thither with a small capital, and of steady and industrious habits, cannot fail of doing well, and becoming most independent in a few years.

It is not yet fifty years since the colony was established, and no country belonging to the Crown of Great Britain can boast of so many rich proprietors of land and stock, when the population is considered, as New South Wales.

They have one college at Sydney, and many other excellent schools for both sexes; and the country bids fair to become one of the richest, more particularly from the neighbourhood of so many other countries, possessing not only all the comforts, but the luxuries of life.

The climate is one of the most healthy and delicious. These opinions are not taken from books, but personal observation.

REVIEWS AND CRITICAL NOTICES.

The Dispatches of the Duke of Wellington. Vol. 9.

The present volume commences with March, 1812, and nearly closes that eventful, and to the British arms, glorious, year. It includes the assault and capture of Badajoz, and battle of Salamanca, with the several smaller affairs that intervened during, and following, this period. Of the former we are furnished with the whole programme of operations, issued as memoranda of instructions by the Duke of Wellington, on the day of the intended attack. The dispatch to the Earl of Liverpool follows; detailing, in the Noble Duke's characteristic style, the manner in which these instructions were carried into effect. The total loss of the Army on that occasion is stated to have been,—killed—72 officers, 51 serjeants, and 912 rank and file. Wounded—306 officers, 216 serjeants, and 3265 rank and file. Missing—1 serjeant, and 62 rank and file. Of the battle of Salamanca we have likewise a comprehensive, though a concise, account. Exclusive of killed and wounded, the official return states the loss of the enemy to have been—11 pieces of cannon, several ammunition waggons, 2 eagles, and 6 colours; 1 General, 3 Colonels, 3 Lieut.-Colonels, 130 officers of inferior rank, and between 6000 and 7000 soldiers, prisoners. The loss of the Allies,—killed—41 officers, including the gallant Major-General Le Marchant, 28 serjeants, 625 rank and file. Wounded—252 officers, 178 serjeants, and 3840 rank and file. Missing—1 officer, 1 serjeant, and 254 rank and file.

We cannot too highly appreciate the advantages to be derived by future historians from the publication of these official details of the operations of so eventful a period in the annals of our country—written on the spot, with every incident recorded, and subject to the scrutiny of those immediately engaged. Nor can we sufficiently admire the moral courage of him who, after a lapse of twenty-five years, assents to the entire of his official correspondence being submitted to the world in its original form, without note or comment.

We are concerned to see at the end of this volume a rather too lengthy list of *errata;* but as we perceive a notice to the effect that all the volumes, including this, are reprinting, it may be anticipated that this deformity will be removed.

The Dispatches, Minutes, and Correspondence of the Marquis Wellesley. Vol. 5.

The present is a supplementary volume, concluding this interesting work. It embraces the period of the Noble Marquis's Government of India, from the early part of 1797 to his relinquishment of it in 1805. To those especially, interested in the history of the vast territory included in

our Indian possessions, the work will prove an unfailing source of most authentic reference.

The correspondence possesses much also that will interest the general reader. That between Tippoo Sultan and the French authorities at the Isle of France, with Zemoum Shah and the Grand Seignior, discovered after the capture of Seringapatam, proves to demonstration the correctness of the Governor-General's opinion of the treacherous nature of Tippoo's disposition, and his implacable hostility to the English, even while professing the greatest amity; but we need not select portions from a work the entire contents of which furnish a fund of exceedingly curious and important historical details. It will fill an important niche in our country's records.

On the Essentials of Good Skirmishing. By Lieut.-Colonel G. Gawler, K.H., Unatt., late of the 52nd Light Infantry.

The opinion at one period entertained of the inaptitude of the British soldier to attain the qualifications for a good light infantryman has long ceased to pass current, even among our foreign contemporaries. A pamphlet of small compass, by an esteemed officer, that heads this notice, has recently made its appearance; its object, briefly stated in the concluding paragraph of the short introduction, being—"To assist in keeping up the remembrance of the essentials of the practical system of the British light infantryman in that important branch of his duty, skirmishing." These "essentials" the author enumerates under the following heads:—1st, Active Intelligence. 2nd, Correct Firing. 3rd, Daring Courage. 4th, Making the best Cover. 5th, Presenting the smallest possible Marks to the Enemy's Fire. 6th, Maintaining Extension from, and Dependance on, a given File of Direction. 7th, Preserving a sufficient Readiness to resist Cavalry. 8th, A judicious Employment of Supports and Reserves. Each of these heads is treated with tact and judgment, the whole forming a simple code of useful instruction for *all* whom it may concern; and emanating from so experienced a *light-bob* as Lieut.-Colonel Gawler, it will doubtless be very generally consulted.

Euphrates' Expedition. Printed by Order of the House of Commons.

This document contains a copy of instructions to Colonel Chesney, the Officer commanding the Euphrates' Expedition, together with an abstract of correspondence, and an account of expenditure relative to that enterprise.

We have here brought into the limited compass of seventy-six folio pages, and made easy of access, the whole of the circumstances connected with this undertaking. It commences with the letter from the Duke of Wellington, as Secretary for Foreign Affairs, to the President of the Board of Control, constituting Captain Chesney, with the rank of Colonel, commander of the expedition. The entire expense of the enterprise appears not to have exceeded 43,000*l*. The Appendix consists of an exceedingly interesting detail of the progress and labours of the expedition, and furnishes most desirable information on the geography, natural history, and political state of the countries through which it passed. Notwithstanding the many unfortunate casualties, which, at the time, gave to the enterprise rather an unfavourable aspect, this statement brings us to the conclusion, that a quick, continuous, and safe passage to India by this route is not beyond the precincts of possibility.

The Book of Gems of Modern Poets. Edited by S. C. Hall.

The two first volumes contained selections from the older Poets; the present exhibits examples of the genius in which our own age has been

A "military anecdote," relating to the 28th Regiment, and quoted from our clever and popular cotemporary, The New Monthly Magazine for September, is going the round of the papers and periodicals, staring us in the face from every repository of news on which we may chance to cast our eye. The "anecdote" imports that the 28th Regiment derives its privilege of bearing a badge on the *back* as well as on the front of the men's caps, from their conduct at *Barossa*, when commanded by their intrepid Major, Brown;—this is an error which, as matter of military and regimental history, it is as well to rectify. The 28th gained their title to this distinction in Egypt, where, under the command of the present Sir Edward Paget, they performed the prompt, simple, and decisive manœuvre of facing the rear rank to the right-about, and thus repulsing the French, who attacked them both in their front and rear, when posted in an old and open entrenchment, occupied also, if we recollect right, by the 42nd. The French Cavalry, if we mistake not, charged into the ruined redoubt and fell upon their rear, while they were contending in front with infantry. From this exploit the "Slashers," as the 28th were familiarly styled, acquired the emblem of their double front, (the number of the Regiment, a grenade, or bugle), to which allusion has been made.

No man was more capable of the conduct ascribed to him in the "anecdote" than the undaunted soldier, John Frederick Brown, who was Captain of the 28th Grenadiers in Egypt, and from whose lips we have ourselves, in after years, heard the substance of the above version of the badge, when inquiring respecting its origin as a junior member of the corps before the battle of Barossa was fought.

The following interesting detail of the recent Military operations at Compiègne, transmitted to us from the spot, will recall to the minds of our readers the frequent attempts we have made, though, hitherto, we regret to say, fruitlessly, to impress upon the authorities the desirableness of establishing an Annual Camp for the practice and instruction of our troops. We still hope that our endeavours, which shall not be relaxed, may yet be crowned with success.

Compiègne, 2nd Oct., 1837.

The reviews, or rather the manœuvres are at an end; the King is gone, and the Duke starts to-morrow morning at eight o'clock. You will like to hear something of these manœuvres, or, shall I say, something of the appearance and apparent state of discipline of the Corps d'Armée assembled here? I will give you a sketch.

The number of troops is stated at—

Artillery			350
Pontoniers			100
Cavalry	1 Hussars	350	2,100
	2 Chasseurs à Cheval	700	
	2 Dragoons	700	
	1 Cuirassiers	350	
Light Infantry, 4 Regiments		4400	11,000
Line, 6 Regiments		6600	
General Total, Sabres and Bayonets			13,550

Artillery { 16 Batteries montées.
1 Bat[illegible] Cheval.

The 1st Division was commanded by		Lieut.-General Baron Achard.
2nd ditto	,,	Lieut.-General Vicomte Schramm.
Reserve ditto	,,	Lieut.-General Comte Dejean.
Arilliery ditto	,,	Le Marquis de la Place, Pair de France.

The manœuvres were very well executed (they would not have appeared so to an eye unaccustomed to the loose manner in which French troops move). The light troops acted with great activity and intelligence. The lines advanced well, and the columns of attack by battalions were moved with precision, and if not with *steadiness*, according to *our* ideas, they were much more steady and less noisy than the troops I saw manœuvre at Lisle, upon the eve of entering Belgium to attack Antwerp. Certainly these little columns are very handy, and move with great rapidity.

I will not debate the advantage or disadvantage of *all* the uses made of these columns by the French, nor will I touch the subject of the propriety of forming their battalions in three ranks or two: I have my way of thinking on both these points, and from habit and experience, I prefer two deep, and only to use the columns for the purposes *we* do, for they are not *always* irresistible; and certainly, when firmly withstood, the disadvantage is great, and the loss of men very much more considerable than that of the troops in line who receive them. But I said I would not enter into detail, and find myself commencing to do so: suffice it to say, I prefer *our system*.

The artillery is very much improved in its organization, and in the quality of the horses; but they are still slow. The cavalry is also much improved. They move more steadily; but still slow: their horses are better.

The General Officers and those of the Staff (who are all in the constant habit of seeing large bodies of troops move) are perfectly at home in their business; and the natural consequence is that the manœuvres are well executed.

Amongst the French General Officers collected here were many of high reputation. We found them particularly kind, affable, and communicative.

The country over which the troops manœuvred was perfect for the purpose: a magnificent plain for the cavalry; and the inequality of ground, intersected with rivers, ravines, woods, villages, and farms, afforded to the infantry all that could be wished; and for the spectators, they could see every manœuvre and change of position without leaving the high ground upon which they at first took post.

The situation of each camp, Orleans and Nemours, was beautiful: one at each side of the town; that of Orleans close upon the bank of the Oise. These camps were adorned in the most ingenious ways, and their streets named after the different members of the Royal Family, after battles in which the corps had been distinguished, &c. &c. Appropriate verses were written upon pedestals fancifully ornamented. The Rue des Colonnes had two columns opposite to each tent; they were built of rude materials, covered with white linen and wreaths of evergreen twisted round at intervals from the base to the capitals, and had a beautiful effect. All along the front tents of the alignments were the most ingenious and varied embellishments; some little mechanical works quite perfect; fountains of water made to play, water-mills turned, &c.; beautiful and correct models of fortifications, of field-works, &c. In the Camp d'Orléans was thrown up a work the precise model of the fortified barrack at Lyon. This work was constructed under the direction of an officer of engineers, and beautifully executed. In the same camp, opposite to the corps of artificers, were models of the pontoon bridge across the Oise, and of every sort of bridge that can be employed for the passage of rivers or torrents. These were beautifully executed, and their proportions exact.

The pontoon bridge of fifteen boats was thrown across the Oise and

troops commenced to pass within forty minutes. This operation was slow, but well done, and in perfect silence; and it was evident every man knew his duty.

While the King was in the camp, an attack was supposed to be made upon the pontoon bridge, and the enemy succeeded in driving in the outposts, and came down to the very bridge, but failed to cross it, as it was *swung round*. A reinforcement of infantry, with artillery, soon drove the enemy from the bank of the river, boats with troops were pushed across, and ultimately the bridge swung back, and passed by infantry and artillery. The whole of this operation was perfectly well performed.

The day before the King left Compiègne, he had his last field-day, and went through the ceremony, as upon his first arrival, of passing down the front of the lines, each battalion and regiment of cavalry, and each brigade of artillery, calling out by signal "Vive le Roi." His Majesty this day halted upon the left of each division, where the officers, non-commissioned officers, and soldiers, who were to be promoted or to receive decorations, were formed in one line, with carried arms, each saluting as he was called by name, and his promotion announced by the Minister of War. Those who received decorations stepped forward and placed themselves on the right of the King, who received from a Staff-officer the decoration, which were presented by the King, who said something to each person; and the gradation of the Cross was publicly announced by the Minister of War, thus:—

In the name of the King.—Lieutenant ——, of the 9th Light Infantry, to be Captain in the 9th. The soldier ——, of the 9th Light Infantry, is named a Chevalier of the Legion of Honour. Such a one—an Officer of the Legion of Honour. Such a one—a Commander of the Legion of Honour.

The finale of the ceremony was a salute from the whole of those persons, accompanied by a roll of the drum and a flourish of trumpets. It was an imposing sight.

The King and the Royal Family were received, both by the troops and inhabitants, with great enthusiasm. His Majesty is in perfect health and high spirits. The gracious attentions of both the King and Queen, and Duke and Duchess of Orleans, to the British officers*, marked their kind feelings towards them, and did not fail to make a proper impression.

The Duke of Orleans has acquired great knowledge of the management of artillery, cavalry, and infantry—moves the whole with great ease and confidence; and the day upon which he personally directed the manœuvres they were performed with much greater rapidity than upon the other days. He is very active; has a quick military eye; is cool and clear in his directions; and his manner to both officers and soldiers is particularly gracious and endearing. He appears to me to want only experience in the field to be an excellent officer, and such is the opinion of all the Generals with whom I have spoken on the subject.

This is advantageous for himself and for his country; nor is it less fortunate that he should have married such a personage as the Duchess of Orleans. She does, indeed, promise to be a treasure to France, in the natural supposition that she will one day be its Queen. The expression of her countenance is particularly good—it is amiable and intelligent; her eyes beautiful; her figure commanding; her manners very distinguished—they combine dignity with perfect ease, and the most engaging affability; her conversation always upon subjects of some importance, either public, or with reference to what is passing, or to the person she is addressing, but never frivolous. She has certainly won the affections of

* Lieutenant-General Sir Charles Doyle; Lieutenant-Colonel Burdett; Major Johnstone, 42nd; Major Vyvian; Captain Lyon; Lieutenant Ibbotson, 4th Dragoons.

all the persons, civil and military, who were assembled at Compiègne. She speaks English very well, and understands it perfectly.

The officers of her Majesty's 62nd Regiment, at present in India, have presented to Assistant Surgeon Hutchison, on his leaving that Regiment, by being transferred as Assistant Surgeon to the 11th Light Dragoons, a handsome piece of plate with the following inscription:—

"Presented to Assistant Surgeon Hutchison, H. M. 62nd Regiment, by his brother officers, in testimony of his most kind and zealous services for many years; and their regret at the loss of his society."

We have abstained from alluding to the disturbances which have recently taken place in the 1st West India Regiment at Trinidad, till the facts were before us in a positive and authentic shape. The proceedings of the Court-martial held upon the misguided ringleaders of the mutiny supersede, while they correspond with, our own previous advices on the subject; and, so far from showing cause against the employment, fidelity, or discipline of Black Troops in the West Indies, it strikes us that the evidence adduced upon this trial tends to an opposite conclusion. The sanguinary outbreak, described in the minutes which we append, originated with and was confined to a group of Negro recruits just embodied in the corps, and fresh from Africa, with all their savage habits unreclaimed. It does not appear that a single old soldier took part in the conspiracy or its consequences;—on the contrary, they were universally true to their colours, and one man was actually shot dead by the mutineers while assisting to bring them back to order. There is no evidence that undue severity had been exercised towards these recruits, or was practised generally in the 1st West India Regiment, although a suspicion to that effect existed, as we have reason to know; on the other hand, the conduct of Colonel Bush and his Adjutant, when apprized of the unexpected explosion in the barracks, is shown to have been prompt and decided. We must, therefore, refer these disorders to the mode of recruiting, which in the present instance led to such serious results. The proceedings, which we subjoin, are of much interest, and excite our involuntary sympathy for the barbarian ringleader of the mutineers, the stout negro Stewart, whose qualities, under sufficient training, and with a due experience of European habits, might have rendered him a worthy associate of British soldiers.

We limit the details to the evidence adduced on the trial of Stewart, as being all that is requisite to a full comprehension of the entire mutiny.

The Court for the trial of this man assembled on Wednesday, the 19th of July. It was composed as follows:—President, Major Walker, 65th Regiment; Brevet Major Victor, Captain Royal Engineers; Captains Thorp and Lewis, 89th Regiment; Captain Wyatt, 36th Regiment; Captains Kenny and Graham, 89th Regiment; Lieut. Pickard, 76th Regiment; Lieut. Egerton, 89th Regiment; Lieut. Whittingham, 7th Fusiliers; Lieuts. Aylmer and Clarke, 89th Regiment; Ensigns Pigott and Horne, 89th Regiment; Major Harpour, Deputy Judge-Advocate. Serjeant Scotland and Corporal Bone acted as interpreters.

Charge 1st.—For that he (private Donald Stewart) being at St. Joseph's Barracks, in the Island of Trinidad, on or about the night of the 17th of June, or the morning of the 18th of June, 1837, did act as a leader and

principal in exciting, aiding, and abetting certain recruits of the 1st West India Regiment in a mutiny; the object of which was the subversion of military authority and the destruction of the officers of the 1st West India Regiment.

2nd.—That he (private Donald Stewart) being at the barracks of St. Joseph, in the Island of Trinidad, on or about the 17th, or morning of the 18th of June, 1837, did by his example and personal assistance cause certain houses or huts to be set on fire, thereby contemplating and intending the destruction of the barracks of St. Joseph.

3rd.—That he (private Donald Stewart) did on the occasion set forth in the foregoing charges, discharge a firelock loaded with powder and ball, or other substance calculated to inflict a deadly wound, at private Charles Dixon, 1st West India Regiment, whereby the said private Charles Dixon was mortally wounded and died on the spot.

The above three charges were carefully read over by the Deputy Judge-Advocate, and explained in the simplest terms to the African interpreters. Major Harpour would not allow these men to translate the charges to the prisoner until he was well satisfied they distinctly understood them; and here it is but justice to observe, that the Deputy Judge-Advocate discharged his duty to the unfortunate prisoner with an assiduity that was highly honourable.

Lieutenant-Colonel Bush, being sworn, said, that he felt in the painful position of prosecutor to several prisoners (privates of the 1st West India Regiment). The gallant Colonel then gave a detailed account of the particulars of the mutiny, observing that none of the old soldiers were implicated in it.

The following is Colonel Bush's evidence:—

"On the morning of the 18th of June last, the regimental serjeant-major came to my bed-room window and tapped, saying that there was something very serious going on; that the last recruits had got possession of all the arms out of the barrack-room, and were coming to murder us all and march back to Guinea. I immediately dressed myself and rushed out, sword in hand, towards the spot where the mutineers were assembled. As it was moonlight, I called on them to lay down their arms and go to their barracks, when about four shots were fired towards me, which induced me to halt, (I was then within about thirty yards of them;) and in a moment a whole volley was fired; I should certainly say forty shots, or thereabouts. I heard the balls quite plain, not only pass me, but in the trees.—I must observe that Lieutenant and Adjutant Bentley (whom I called on the serjeant-major's report) was behind me when the four first shots were fired, and on the second volley also, and I then observed to him that all was up, that I saw nothing to be done but for him to mount his horse and proceed to St. James's for a detachment of the 89th Regiment; and as we were then retreating before the mutineers, who were still firing at us, we passed the corner of the stable, when Lieutenant and Adjutant Bentley slipped into it unobserved, and I continued my way towards the back of the officers' quarters, and heard shots rattling against the fence which enclosed these quarters as I passed through the small wicket-gate, and there they lost sight of me. I paused a moment, and thought what I should do, and with a full impression that these recruits had taken all the arms." After going through the particulars, which will be found detailed in the subjoined evidence, he thus concluded:—"Mr. President and Gentlemen of this Honourable Court, I beg to assure you that although I have most certainly been treated by these prisoners with the greatest ingratitude, and that my life has been seriously endangered, still I entertain no vindictive feeling whatever towards them; and I cannot help commiserating them from my heart, and therefore would not for an instant propose any way to submit

evidence which I conceive might be more severe upon them than the naked truth. After this preliminary I shall proceed to call witnesses in support of the prosecution."

After Colonel Bush finished his address to the Court, what he said was interpreted to the prisoner; and he was asked had he any questions to put to the Colonel? There seemed to be here some difficulty on the part of the interpreters in making Stewart comprehend. The prisoner observed that he had nothing to say against the Colonel, who always treated him kindly. On being told by the Deputy Judge-Advocate that he had better reserve any observations he had to make to the Court until called on for his defence, and at present confine himself to asking the witness any questions, the prisoner declined putting any interrogatory to the Colonel.

Colonel Bush questioned by the Court.—Did you, during the mutiny, distinguish the prisoner? I cannot swear I did.

Lieutenant Bentley's evidence was in substance as follows:—

"On the morning of the 18th of June last, I was awoke by a loud noise; I heard the serjeant-major say to the Colonel—'There is a serious disturbance at the barracks; the recruits have seized the arms with the intention of finding their way back to Guinea.' I went and awoke the officers: on returning from the quarters of the last officer I awoke, I met the Colonel; I saw the recruits running out in great numbers; they amounted to about thirty odd; the Colonel called on them to lay down their arms and return to their barracks; scarcely had he said this when four or five shots were fired at Colonel Bush: the Colonel said, 'There is ball, I fear it is all up with us.' We hesitated for about half a minute, and then retreated towards the officers' barracks. During this time there were, to the best of my belief, about fifty shots fired in the direction in which we were going. I was advised by the Colonel to make the best of my way towards St. James, for a detachment of the 89th. I went to the stable, and succeeded in getting my horse; while I was in the stable two balls came into the stall close to where I was standing. On proceeding down the hill, close to the guard-house, I saw about forty or fifty men (mutineers) standing: they were scattered about. When they saw me mounted they set up a shout, believing that I had no chance of retreating; I immediately endeavoured to dash through them; before I passed they advanced towards me with the intention of intercepting me. I saw distinctly the prisoner, who appeared to be looking on with his musket at the trail; he approached me, but, seeing he could not catch me, he levelled and fired at me. When I first saw him, he was not in front, but in the rear of the mutineers; as he fired I stooped beside my horse's head, so as to shelter myself as much as I could. After he fired I rose up, and saw him with his firelock still levelled at me."

On the prisoner being asked, through the interpreters, if he had any question to put to Lieutenant Bentley, he said it was true that he had fired his gun at the Adjutant, but stated that he knew not who it was. As this admission on the part of the prisoner would have militated against him, the Deputy Judge-Advocate again advised him to make no statement until he came to his defence; he also recommended the Court to take no notice of the last averment, which was tantamount to an acknowledgment of the offence. Prisoner had no question to ask the last witness.

The next witness called was Ensign Pogson. He deposed as follows: "On the 18th of June last I was awoke by the Adjutant at about three in the morning: I was told to get up directly, for there was a mutiny. On going out I saw the mutineers towards the grenadiers' barracks; immediately after I heard three or four shots fired, and shortly after a volley was discharged; the volley consisted of about thirty or forty pieces, as I should think. Serjeant Stone said the Colonel was shot; on hearing this I repaired to my room. I then made my way to the magistrate's house; going thither I met the Colonel, and followed him. We armed ourselves

at the Police Station, and opened a fire on the recruits, who were on the parade ground; they returned the fire; we kept on the top of the hill: they retreated towards the barracks, and we accompanied them by a parallel movement, still keeping on the summit of the hill. The recruits then advanced on us; we made a stand on the top of the hill. The Colonel said fire one at a time; they retreated. We after this went to the barracks and commenced calling the roll; about a quarter of an hour after this I saw Donald Stewart brought in by a party of the 1st West India and some of the Militia; he was bound."

Question by the Court.—Did you see the prisoner during the affray, and if so, was he armed?—I did not see the prisoner during the affray. The prisoner refused to question Mr. Pogson.

Private Henry King (a recruit) was next examined. He professed himself a Christian, and was sworn and examined through the medium of interpreters. Question by Colonel Bush:—Did you see the prisoner during the mutiny with his firelock in his hand?—I did. Did you hear him sing the war song "Dangkaree," and see him fire off his firelock?—I heard him sing the war song, but did not see him fire. Did you see Donald Stewart with fire in his hand, and whose house did he set fire to?—I saw him with fire in his hand; he set fire to Mrs. Dalrymple's house.

Question by the Court.—How far is Mrs. Dalrymple's house from the barracks?—About twenty paces. The prisoner declined questioning this witness.

Romeo Lindore, sworn.—This witness is a young man of colour; he belongs to the band of the 1st West India; is a Creole, the son of a soldier, and was educated in the regimental school. His evidence was as follows:—"I saw the prisoner on the 18th of June last, with his musket, accompanied by three others; the prisoner and these three men were the first four that fired: after this I saw Donald Stewart go to the regimental store, and break the door open himself; on this private Dixon came and tried to stop him, on which a recruit came up and struck Dixon twice, once over the head and once over the arm; Dixon fell; at this instant Donald Stewart said, 'Ah you old soldier, you knock down,' and fired on Dixon; on receiving the fire Dixon groaned and died immediately. After this I saw the prisoner take a keg of powder out of the store, and go about thirty yards with the other men; he (the prisoner) then broke open the keg with his own hand; the keg contained blank cartridges; he then fired in the direction of the barracks. About this time Lieutenant Bentley was coming on horseback, and the mutineers fired about twenty shots at him. A good deal of firing continued until day-break. I saw Donald Stewart and some of the recruits go round by the kitchen; they had their muskets in their hands: one of the recruits set fire to the kitchen, and the prisoner took fire and put it to the house of Mrs. Tom (Mrs. Thomas Dalrymple); he then put fire to the trash-house; after the houses were set on fire the whole party took the road down the hill. I did not again see Donald Stewart until he was brought in a prisoner by Major Chads."

Serjeant Jim, sworn.—"About four o'clock in the morning of the 18th of June, I heard the bugle sound, and got up, looked about the room and saw no firelocks in the rack; my own fusee was taken away, as also my pouch, sword, and sash. I came out before the company's door, and saw many people before the regimental store; they were firing in front of the barrack-guard in a direction towards the stables. I saw the prisoner come before the serjeant major's door and fire a shot. I turned away and went to the rear of the barracks; when I got there I saw Stewart with three men—they set fire to the kitchen. I cannot say which of them did this. The prisoner himself then set fire to Mrs. Dalrymple's house, and went away towards St. Joseph's, where he was caught. Mrs. Dalrymple is also called Mrs. Tom. The prisoner appeared to me to be the head man in

the mutiny; there is another head man who is now in the hospital. Stewart seemed to have the chief command."—The prisoner declined cross-examining this witness.

Colonel Bush now suggested the propriety of his laying before the court a plan of the barracks at St. Joseph's, as although some of the members of the court sufficiently knew the localities, others knew nothing of them. This was agreed to.

The Judge-Advocate, before he adjourned the court, told the interpreters to acquaint the prisoner that his trial was not finished, but would be resumed on the morrow. He did this lest the unfortunate man should be under the impression that his trial was concluded without his being allowed to be heard in his defence. Adjourned at half-past four o'clock to the 20th.

July 20.—"The court opened this day about noon, and after having had submitted to it a plan of St. Joseph's barracks, private J. Burns, of the 1st W. I. regiment, was called. The substance of his evidence ran thus:—

"I saw the prisoner on the morning of the 18th June; he was in front of the mutineers, commanding all of them. I was that morning awoke by the bugle—I went to where the recruits were. I returned to the other barrack; when I came back all the recruits had firelocks in their hands. I took a stick and asked them what was the matter; I said go back, and offered to strike them. They would not go back, but ran by the canteen to break open the store. When I saw this, I and Dixon, who was with me, ran back. One of the recruits took a serjeant's sword and cut Dixon, he fell, and Stewart took his firelock and shot Dixon. I then returned to the barrack. One of the recruits then took some fire and burnt the kitchen. I at first went to the trash-house and saw the recruits with arms in their hands; the prisoner appeared to be commanding them. I heard the prisoner say to the recruits, Come on, come on! and they all followed him; I cannot say if the prisoner set fire to the barrack-rooms. When Dixon was fired at by the prisoner he never moved after, but died on the spot. Donald Stewart did not speak to Dixon when he shot him."

Alexander Laidlaw (a recruit)—"I saw Stewart on the morning of the mutiny; he was a head-man; I saw him serve out blank cartridges to the mutineers. He then broke open the store, and took a keg of powder, and gave it to the recruits. I heard Donald Stewart tell the recruits to fire when the Colonel was under the tree; he ordered them to fire on the Colonel."

John Pratt, sworn.—"I saw the prisoner on the morning of the 18th of June; he (the prisoner) fired on the Colonel and on Lieut. Bentley."

Here the prosecutor closed his case. The Deputy Judge-Advocate now bade the interpreters to explain to the prisoner that if he had any defence to make, any witness to examine, or anything to say to the court, the time had now arrived; but if he wished a few hours' time, or even until the next day, to prepare his defence, or compose his mind, the court would grant him any reasonable time. The prisoner said he had neither witness to examine nor anything to say in his defence. The Judge-Advocate advised him to reflect a little before he refused the offer of the court to give him time for his defence. The prisoner replied he had nothing to say, save that he was sorry for what he had done; he also begged that whatever the court wished to do to him they would do it at once.

The Deputy Judge-Advocate of course took no notice of the latter part of the prisoner's observation, and the court proceeded to consider the evidence and their sentence.

The sentences passed by the court, and confirmed by Sir S. Whittingham, are as follows:—William Satchell to be transported for life; Stewart, Ogston, and Coffin, to be "shot to death by musketry." The sentence on these three men was carried into execution at St. Joseph's Barracks on the morning of Wednesday the 16th of August.

STATIONS OF THE ROYAL NAVY IN COMMISSION 1st NOV., 1837.

Actæon, 26, Capt. Lord Edward Russell, South America.
Ætna, 6, sur. v. Capt. A.T. E. Vidal, Coast of Africa.
African, st. sur. v. Capt. F. W. Beechey, Coast of Ireland.
Alban, st. v., Lieut. E. B. Tinling, W. Indies.
Algerine, 10, Lieut. W. S. Thomas, East Indies.
Alligator, 28, Capt. Sir J. J. G. Bremer, C.B., K.C.H., particular service.
Asia, 84, Capt. W. Fisher, Mediterranean.
Astræa, 6, Capt. J. H. Plumridge, Falmouth.
Barham, 50, Capt. A. L. Corry, Mediterranean.
Basilisk, 6, ketch, Lieut. G.G. Macdonald, South America.
Beacon, 8, sur. v., Lieut. T. Graves, Mediter.
Beagle, 10, sur. v. Com. J. C. Wickham, East Indies.
Bellerophon, 80, Captain Samuel Jackson, C.B., Mediterranean.
Belvidera, 42, Capt. C. B. Strong, West Indies.
Blazer, st. v., Lieut. J. M. Waugh, par. ser.
Blonde, 46, Capt. F. Mason, C.B. South America.
Bonetta, 3, Lieut. H. P. Descamps, Coast of Africa.
Boxer, st. v. Lieut. F. Bullock, par. ser.
Britannia, 120, Adm. P. C. H. Durham, G.C.B., Capt. J. W. D. Dundas, Portsmouth.
Buzzard, 3, Lieut. J. L. R. Stoll, C. of Afri.
Cameleon, 10, Lieut. J. Bradley, Lisbon station.
Carron, st. v., Lieut. E. E. Owen, West Indies.
Carysfort, 26, Capt. H. B. Martin, Mediter.
Castor, 36, Capt. E. Collier, Mediterranean.
Ceylon, 2, Lieut. J. G. M'Kenzie, rec. sh. Malta.
Champion, 18, Com. G. St. V. King, W. Indies.
Childers, 16, Com. Hon. H. Keppel, Mediter.
Cleopatra, 26, Capt. Hon. G. Grey, S. America.
Clio, 16, Com. W. Richardson, Mediterranean.
Cockatrice, 6, Lieut. J. Douglas, S. America.
Columbine, 18, Com. T. Henderson, Coast of Africa.
Comet, st. v. Lieut. G. T. Gordon, par. ser.
Comus, 18, Com. Hon. P. P. Cary, West Indies.
Confiance, st. v., Lieut. W. Arlett, Mediter.
Conway, 28, Capt. C. R. Drinkwater, E. Indies.
Cornwallis, 74, Vice-Adm. Hon. Sir C. Paget, G.C.H., Capt. Sir R. Grant, Kt., W. Indies.
Crocodile, 28, Capt. Js. Polkinghorne, Plymouth.
Cruizer, 16, Com. W. A. Willis, Sheerness.
Curlew, 10, Lieut. E. Norcott, Coast of Africa.
Dido, 18, Capt. L. Davies, C.B., Mediterranean.
Dolphin, 3, Lieut. T. L. Roberts, C. of Africa.
Donegal, 78, Capt. J. Drake, Plymouth.
Dublin, 50, Vice-Adm. Sir C. E. Hamond, Bart., K.R.C., Capt. R. Tait, S. America.
Echo, st. v., Lieut. W. James, West Indies.
Edinburgh, 74, Capt. W. W. Henderson, Portsmouth.
Excellent, 76, Capt. T. Hastings, Portsmouth.
Fair Rosamond, Lieut. W. B. Oliver, Coast of Africa.
Fairy, 10, sur. v. Capt. W. Hewett, North Sea.
Favourite, 18, Com. W. Croker, Plymouth.
Firefly, st. v., Lieut. J. Pearce, partic. serv.
Flamer, st. v., Lieut. J. M. Potbury, W. Indies.
Fly, 18, Com. R. Eliott, South America.
Forester, 3, Lieut. Rosenberg, Plymouth.
Gannet, 16, Capt. W. G. H. Whish, West Indies.
Griffon, 3, Lieut. J. G. D'Urban, West Indies.
Harlequin, 16, Com. J. E. Erskine, Mediterran.
Harpy, 10, Lieut. Hon. G.R.A. Clements, W. Indies.
Harrier, 18, Com. W. H. H. Carew, S. America.
Hastings, 74, Vice-Admiral Sir W. H. Gage, G.C.H., Capt. H. Shiffner, Lisbon sta.
Hazard, 16, Com. J. Wilkinson, C. of Africa.
Hercules, 74, Capt. J. T. Nicolas, C.B., K.H., Lisbon.
Hermes, st. v. Lieut. W. S. Blount, Medn.
Hornet, 6, Lieut. H. Baillie, Falmouth.
Howe, 120, Vice-Adm. Sir R. Otway, Bt. K.C.B., Capt. C. H. Paget, Sheerness.
Hyacinth, 18, Com. W. Warren, Portsmouth.
Imogene, 28, Capt. H. W. Bruce, S. America.
Inconstant, 36, Capt. D. Pring, Lisbon sta.
Lark, 4, sur. v. Lieut. E. Barnett, W. Indies.
Larne, 18, Com. J. P. Blake, East Indies.
Leveret, 10, Lieut. C. I. Bosanquet, C. of Africa
Lightning, st. v., Lieut. Jas. Shambler, par. ser.
Madagascar 46, Capt. Sir J. S. Peyton, K.C.H., West Indies.
Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon station.
Magnificent, 4, Com. J. Paget, rec. ship, Jamai.
Magpie, 4, Lieut. T. S. Brock, Mediterranean.
Malabar, 74, Capt. Sir W. A. Montagu, C.B. K.C.H., Lisbon station.
Melville, 74, Capt. Hon. R. S. Dundas, Portsmouth.
Meteor, st. v. Lieut. G. W. Smith, Woolwich.
Minden, 74, Capt. A. R. Sharpe, C.B., Lisbon station.
Nautilus, 10, Lieut. W. Crooke, Portsmouth.
Nimrod, 20, Com. J. Fraser, W. Indies.
North Star, 28, Com. Lord John Hay, Lisbon station.
Orestes, 18, Com. J. J. F. Newell, Mediter.
Pearl, 20, Com. Lord C. E. Paget, W. Indies.
Pelican, 16, Com. B. Popham, Coast of Africa.
Pelorus, 16, Com. T. Harding, East Indies.
Pembroke, 74, Capt. F. Moresby, C.B., Medit.
Phœnix, st. v., Com. W. H. Henderson, Lisbon station.
Pickle, 5, Lieut. P. Hast, W. Indies.
Pique, 36, Capt. E. Boxer, particular service.
Pluto, st. v. Lieut. J. Duffill, Lisbon sta.
Portland, 52, Capt. D. Price, Mediterranean.
President, 52, Capt. Js. Scott, Portsmouth.
Princess Charlotte, 104, Adml. Hon. Sir R. Stopford, G.C.B., Capt. A. Fanshawe, Medn.
Pylades, 18, Com. W. L. Castle, Coast of Africa
Racer, 16, Com. J. Hope, West Indies.
Rainbow, 28, Capt. T. Bennett, West Indies.
Raleigh, 16, Capt. M. Quin, East Indies.
Rapid, 10, Lieut. Hon. G. H. St. V. de Ros Kinnaird, Mediter.
Rattlesnake, 28, Capt. W. Hobson, E. Indies.
Raven, 4, sur. v. Lieut. G. A. Bedford, C. of Africa.
Rhadamanthus, st. v. Com. A. Wakefield, Mediterranean.
Ringdove, 16, Com. H. P. Nixon, W. Indies.
Rodney, 92, Capt. Hyde Parker, Mediter.
Rolla, 10, Lieut. F. H. H. Glasse, Coast of Africa.
Rose, 18, Com. W. Barrow, East Indies.
Rover, 18, Com. Chas. Eden, South America.
Royal Adelaide, 104, Adm. Lord A. Beauclerk, G.C.B., G.C.H.; Capt. Sir Wm. Elliott, C.B., K.C.H., Plymouth.
Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H. Portsmouth.
Royal Sovereign, yacht, Capt. Sup. W. P. Cumby, C.B., Pembroke.
Royalist, 10, Lieut. Hon. E. Plunkett, Lisbon station.
Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Medn.
Salamander, st. v. Com. S. C. Dacres, Lisbon station.
Samarang, 28, Capt. W. Broughton, S. America.
San Josef, 110, Capt. J. Hancock, C.B., guardship, Plymouth.
Sapphire, 28, Capt. R. F. Rowley, Mediterran.
Sappho, 16, Com. T. Fraser, West Indies.

Saracen, 10, Lieut. H. W. Hill, Co. of Africa.
Satellite, 18, Com. I. Robb, West Indies.
Savage, 10, Lieut. Hon. E. R. Curzon, Lisbon station.
Scorpion, 10, Lieut. C. Gayton, Lisbon station.
Scout, 18, Com. R. Craigie, Coast of Africa.
Scylla, 16, Com. Hon. J. Denman, Lisbon sta.
Seaflower, 4, Lieut. J. Roche, Portsmouth.
Seringapatam, 46, Capt. J. Leith, West Indies.
Serpent, 16, Com. R. L. Warren, W. Indies.
Skipjack, 5, Lieut. J. J. Robinson, W. Indies.
Snake, 16, Com. A. Milne, West Indies.
Sparrow, 10, Lieut. R. Lowcay, par. service.
Sparrowhawk, 16, Com. J. Shepherd, South America.
Speedy, 8, Lieut. J. M. Mottley, particular serv.
Spider, 6, Lieut. J. O'Reilly (a) South America.
Spitfire, st. v. 6, Lieut. A. Kennedy, particular service.
Stag, 46, Capt. T. B. Sullivan, C.B., S. America.
Starling, sur. v., Lieut. H. Kellett, S. America.
Sulphur, sur. v., Com. E. Belcher, S. America.
Talavera, 74, Capt. W. B. Mends, Lisbon sta.
Temeraire, 104, Capt. T. F. Kennedy, guard-ship, Sheerness.
Thalia, 46, Rear-Admiral Sir P. Campbell, K.C.B.; Capt. R. Wauchope, Cape of Good Hope and Coast of Africa.
Thunder, surv. Lieut. B. Allen, Portsmouth.
Tribune, 24, Capt. J. Tomkinson, Mediter.
Trinculo, 16, Com. H. E. Coffin, Lisbon station.
Tweed, 20, Com. Hon. F. T. Pelham, Lisbon sta.
Tyne, 28, Capt. J. Townshend, Portsmouth.
Vanguard, 80, Capt. Sir Thos. Fellowes, Kt. C.B. Mediterranean.
Victor, 16, Com. R. Crozier, East Indies.
Victory, 104, Capt. T. Searle, C.B., guard-ship, Portsmouth.
Viper, 6, Lieut. W. Winniett, Coast of Africa.
Volcano, st. v., Lieut. W. M'Ilwaine, Medn.
Wanderer, 16, Com. T. Bushby, West Indies.
Water Witch, 10. Lieut. W. Dickey, C. of Africa.
Wellesley, 74. Rear-Admiral Sir F. L. Maitland, K.C.B.; Capt. T. Maitland, East Indies.
William and Mary, yacht, Capt. Sir J. Louis, Bart., Woolwich.
Winchester, 52, Vice-Admiral the Hon. Sir T. B. Capel, K.C.B., Captain E. Sparshott, K.H., East Indies.
Wizard, 10, Lieut. E. L. Harvey, S. America.
Wolf, 18, Com. E. Stanley, East Indies.
Wolverine, 16, Com. Hon. E. Howard, Mediter.
Zebra, 16, Capt. R. C. M'Crea, East Indies.

SLOOPS OF WAR COMMISSIONED AS PACKETS.

Alert, Lieut. C. H. Norrington.
Briseis, Lieut. John Downey.
Delight, Lieut. J. Moore (b)
Express, Lieut. W. G. Croke.
Goldfinch, Lieut. Edw. Collier.
Hope, Lieut. W. L. Rees.
Lapwing, Lieut. F. R. Coghlan.
Linnet, Lieut. W. Downey.
Lyra, Lieut. W. Forrester.
Magnet, Lieut. S. Griffith.
Mutine, Lieut. Richard Pawle.
Nightingale, Lieut. G. Fortescue.
Opossum, Lieut. Robt. Peter.
Pandora, Lieut. R. W. Innes.
Pigeon, Lieut. W. Luce.
Ranger, Lieut. J. H. Turner.
Reindeer, Lieut. H. P. Dicken.
Seagull, Lieut. J. Parsons.
Sheldrake, Lieut. A. R. L. Passingham.
Skylark, Lieut. C. P. Ladd.
Spey, Lieut. Rob. B. James.
Star, Lieut. C. Smith.
Swift, Lieut. D. Welch.
Tyrian, Lieut. Ed. Jennings.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

TO BE COMMANDER.

Archibald Reed

TO BE LIEUTENANTS.

W. A. Heseltine
W. W. Webster
J. Mustafeet—an Egyptian
W. B. Moneypenny
J. T. H. Tracey
A. Lowe
T. Baillie

TO BE SURGEONS.

A. Sanderson
W. H. B. Jones, M.D.

APPOINTMENTS.

Rear-Admiral C. B. H. Ross, C.B., to be Commander-in-Chief on the South American station.

Rear-Admiral Sir J. A. Ommanney, Knt., C.B., to be Commander-in-Chief on the Lisbon station.

Rear-Admiral Hon. George Elliot, C.B., to be Commander-in-Chief at the Cape of Good Hope and Coast of Africa.

CAPTAIN.

James Polkinghorne.....Crocodile

COMMANDERS.

J. Gape .....Coast Guard
A. Baird ..... Do.
[illegible]al Dockyard

LIEUTENANTS.

Hon. G. F. Hastings....Rhadamanthus
W. H. Giffard.....Hyacinth
J. Mustafeet .....Wellesley
J. H. Bellairs.....Coast Guard
J. Ray..... Do.
E. Baugh ..... Do.
H. S. Smith ..... Do.
L. Halliday ..... Do.
C. Goullett..... Do.
R. S. Robinson .....Tyne
J. B. West..... Do.
J. M. Langtry .....Donegal
J. Pond.....Haslemere Semaphore
W. Hornby.....Edinburgh

MASTERS.

R. Easto .....to com. Jupiter
W. White .....Royal Sovereign Yacht
A. Thompson.....Victory
Js. Pearce .....Temeraire

SURGEONS.

Js. Carmichael .....Tyne
A. Bryson .....Salamander

ASSISTANT-SURGEONS.

E. F. Rowe.....Comet
J. Rees .....Thunder
F. J. Whipple.....sup. Royal Adelaide
R. Gregor..... Do.
T. Taite..... Do.
W. Bateman.....Melville
Js. Atchison .....Jupiter

CHAPLAIN.

Rev. H. Jones .....Wellesley

ARMY.

OFFICE OF ORDNANCE, Sept. 7.

Corps of Royal Sappers and Miners—Second Capt. Henry Sandham, of the Corps of Royal Engineers, to be Adjt. vice Jebb, prom.

WAR OFFICE, Sept. 29.

2nd Dragoon Guards—Cornet and Adjutant Francis Haviland to have the rank of Lieut.

13th Light Dragoons—Lieut. Werner Cathrey, from the 11th Light Dragoons, to be Lieut. without purch. vice Ridge, prom.

34th Foot—Lieut. John Style Norris to be Capt. by purch. vice Brevet-Major Fraser, who retires; Ensign Folliott Duff to be Lieut. by purch. vice Norris; Gent. Cadet Francis Chas. Harvey, from the R.M.C., to be Ensign by purch. vice Duff.

61st—Ensign Francis John Stephens to be Lieut. without purch. vice Harkness, dec.; Gent. Cadet William R. Browne, from the R.M.C., to be Ensign vice Stephens.

63rd—Capt. Henry Croly, from h.p. Unatt., to be Capt. vice Lane, app. Paymaster; Capt. Richard Lane to be Paymaster, vice Foster, app. Paymaster of a Recruiting District.

93rd—Lieut. William Bernard Ainslie to be Capt. by purch. vice Blachford, who retires; Ensign Andrew Agnew to be Lieut. by purch. vice Ainslie; Edw. Hunter Blair, Gent., to be Ensign by purch. vice Agnew.

99th—Lieut. John Fowle, from h.p. of the York Rangers, to be Lieut. repaying the diff. he received, vice Armstrong, prom.

Unattached—To be Captains without purchase:—Lieut. John Armstrong, from 99th Foot; Lieut. Robt. Stuart Ridge, from 13th Light Dragoons.

Brevet—Major Richard Greaves, on h.p. Unatt., to be Lieut.-Col. in the Army.

Memorandum—The Christian name of Quartermaster Sheridan, of 13th Foot, is Mark.

OFFICE OF ORDNANCE, Sept. 29.

Royal Regiment of Artillery—Second-Capt. John Somerville to be Adjt. vice Cuppage, who resigns the Adjtcy. only; First-Lieut. Francis Weller to be Second-Capt. vice Poynter, dec.; Second-Lieut. William Bland to be First-Lieut. vice Weller.

WAR-OFFICE, Oct. 1.

Memorandum—The half-pay of the undermentioned Officers has been cancelled from the 1st instant inclusive, they having accepted a commuted allowance for their commissions:—Deputy-Purveyor James Mould, h.p. of the Hospital Staff; Capt. John Lewis Pleyardt, h.p. Watteville's Regiment; Lieut. Henry Ruttan and Capt. Archibald Maclean, h.p. Battalion of Incorporated Militia of Upper Canada.

DOWNING-STREET, Oct. 4.

The Queen has been pleased to appoint Major-Gen. George Thomas Napier, C.B., to be Governor and Commander-in-Chief of the settlement of the Cape of Good Hope.

OFFICE OF ORDNANCE, Oct. 5.

Royal Regiment of Artillery—Second-Lieut. John Russe Domville to be First-Lieut. vice Kettlewell, resigned.

OFFICE OF ORDNANCE, Oct. 6.

Ordnance Medical Department—Geo. Thos. Ferris, Gent. to be Assist.-Surg. vice Turner, dec.

WAR-OFFICE, Oct. 6.

2nd Life Guards—Cornet John Lindsay, from 2nd Dragoon Guards, to be Cornet and Sub-Lieut. by purch. vice Tollemach, prom.

2nd Dragoon Guards—Robert William Dallas, Gent. to be Cornet by purch. vice Lindsay, app. to the 2nd Life Guards.

4th Foot—Lieut. Farquhar M. Campbell to be Capt. by purch. vice Westmacott, who retires; Ensign Charles Stamforth Hext to be Lieut. by purch. vice Campbell; Ensign Wm. Wilby to be Lieut. by purch. vice Zouch, who retires; John Hales Glazbrook, Gent. to be Ens. by purch. vice Hext.

28th—Ensign Charles Henry Nicholetts to be Lieut. by purch. vice Cadell, who retires; James Hunter Blair Birch, Gent. to be Ensign by purch. vice Garland, who retires; Gent. Cadet John Guise Rogers Aplin, from the R.M.C., to be Ensign by purch. vice Nicholetts.

32nd—Gen. Sir Robert Macfarlane, K.C.B., from 89th Foot, to be Colonel, vice Lieut.-Gen. Sir Samuel Venables Hind, K.C.B., dec.

37th—Ensign Stanhope Richard Maurice Byrne to be Lieut. by purch. vice Smelt, who retires; Edw. D. Atkinson, Gent. to be Ensign by purch. vice Byrne.

41st—Lieut.-Gen. Sir Ralph Darling, from the 90th Foot, to be Colonel, vice Lieut.-Gen. Hon. Sir Edw. Stopford, G.C.B., dec.

51st—Brevet-Major John Campbell, from 99th Foot, to be Capt. vice Charles Augustus Arney, who retires upon h.p. Unatt.; Capt. George Rooke, from h.p. Unatt. to be Capt. vice Brooke John Knight, who exch.; Lieut. Charles Holden to be Capt. by purch. vice Rooke, who retires; Ensign George Bagot to be Lieut. by purch. vice Holden; Francis Charles Skurry, Gent. to be Ensign by purch. vice Bagot.

60th—Lieut.-Gen. Hon. Patrick Stuart to be Colonel-Commandant of a Battalion, vice Gen. Hon. Edmund Phipps, dec.

81st—Lieut. Richard Uniake Howe to be Capt. without purch. vice Gilby, dec.; Ensign Montague Denys to be Lieut. vice Howe; Gent. Cadet Geo. Edward Egerton Warburton, from the R.M.C., to be Ensign, vice Denys.

89th—Lieut.-Gen. Sir Charles Bulkeley Egerton to be Col. vice Gen. Sir Robert Macfarlane, app. to the command of 32nd Foot.

90th—Lieut.-Gen. Sir Henry Sheehy Keating, K.C.B. to be Col. vice Lieut.-Gen. Sir Ralph Darling, app. to the command of 41st Foot.

97th—Assist.-Surg. Wm. Forbes Leith, from 98th Foot, to be Assist.-Surg. vice Cavet, who resigns.

99th—Capt. John Armstrong, from h.p. Unatt. to be Capt. vice Campbell, app. to 51st Foot.

Hospital Staff—Assist.-Surg. Robert Primerose, from the 99th Foot, to be Assist.-Surg. to the Forces, vice Burke, dec.

WAR-OFFICE, Oct. 20.

7th Light Dragoons—Lieut.-Col. J. Brander, from the h.p. Unatt. to be Lieut.-Col. vice C. J. Hill, who exch.; Major J. J. Whyte to be Lieut.-Col. by purch. vice Brander, who retires; Capt. A. W. Biggs to be Major by purch. vice Whyte; Lieut. C. Hagart to be Capt. by pur. vice Biggs; Cornet T. H. Preston to be Lieut. by purch. vice Hagart; Hon. W. H. S. Cotton to be Cornet by purch. vice Preston.

3rd Foot—Staff-Assist.-Surg. S. Currie, M.D. to be Assist.-Surg. vice Law, dec.

4th—Lieut. W. Persse, from h.p. 20th Foot, to be Lieut. vice Wilson, app. to the 86th Foot; E. J. Baldwyn, Gent. to be Ensign by purch. vice Wilby, prom.

8th—W. Seymour, Gent. to be Ensign by purch. vice Marshall, who retires.

12th—Assist.-Surg. W. Robertson, from 78th Foot, to be Assist.-Surg. vice Dick, app. to the Staff.

16th—Paymaster J. Grant, from h.p. 80th Foot, to be Paymaster, vice Ford, cashiered.

23rd—Capt. T. Matheson to be Major without purch. vice Fenwick, dec.; Lieut. W. N. Williams to be Capt. vice Matheson; Ensign A. J. Barrow, from the 30th Foot, to be First-Lieut. vice Williams.

26th—Ensign John William Johnstone to be Lieut. without purch. vice Heming, dec.; Ensign Charles Cameron to be Lieut. without purch. vice Barnes, app. to the 3rd Light Dragoons.

30th—Serjeant-Major Thomas Ellis, from the 23rd Foot, to be Ensign without purch. vice Barrow, prom. in the 23rd Foot.

36th—C. W. Carden, Gent. to be Ensign by purch. vice Knox, who retires.

57th—Lieut. J. Ovens to be Capt. without purch. vice Gray, dec.; Ensign L. Frost to be Lieut. vice Ovens; Gent. Cadet F. C. W. Fitzpatrick, from the R.M.C. to be Ensign, vice Frost.

76th—Capt. C. J. Fitzgerald, from the h.p. of the Portuguese officers, to be Capt. vice S. I. Sutton, who exch.; Gent. Cadet G. W. Hopkins, from the R.M.C. to be Ensign by purch. vice Neville, who retires.

86th—Lieut. C. M. Wilson, from the 4th Foot, to be Lieut. vice R. N. Carlisle, who retires upon h.p. of the 20th Foot.

98th—Ensign T. C. Ormsby to be Lieut. without purch. vice Hunter, app. Adjutant; Lieut. E. Hunter to be Adjutant, vice Busby, who resigns the Adjutancy only.

Royal African Colonial Corps—Lieut. A. Findlay to be Capt. without purch. vice Copley, dec.; Ensign W. St. Leger Angelo, to be Lieut. vice Findlay; Quartermaster-Serjeant J. Montgomery, from the 1st West India Regt. to be Ensign vice Angelo; Lieut. T. Smales to be Adjutant, vice Findlay, prom.

Unattached—Lieut. W. L. Russell, from the 73rd Foot, to be Capt. without purch.

Hospital Staff—Assist.-Surg. W. Dick, M.D. from the 12th Foot, to be Assist.-Surg. to the Forces, vice Currie, app. to the 3rd Foot.

Memoranda—Assist.-Surg. R. Primerose, of the 99th Foot, has been permitted to resign his commission. The exchange between Assist.-Surg. Huston, of the Royal Newfoundland Veteran Companies, and Staff-Assist.-Surg. Carline, has not taken place. The appointment of Assist.-Surg. Primerose, from the 99th Foot, to be Assist.-Surg. to the Forces, has not taken place.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Sept. 4, at Malta, the Lady of George Thorn, Esq. Purser of H.M.S. Bellerophon, of a son.

Sept. 18, at Paris, the Lady of Lieut.-Gen. J. Murray, of a son.

At Manheim, Baden, the Lady of Capt. Rowland Mainwaring, R.N. of a son.

In Dublin, the Lady of Capt. Armstrong, 46th Regt. of a son.

At Cork, the Lady of Major Hood, 68th Light Infantry, of a son.

Sept. 24, in Gloucester-place, the Lady of Major Patton, 19th Regt. of a son.

Sept. 29, at Nettlestone, near Ryde, the Lady of Capt. H. B. Wyatt, R.N. of a daughter.

In Dublin, the Lady of the Hon. Major Massy, Unatt. of a son.

Oct. 4, at Chatham, the Lady of Lieut. Blount, R.N. commanding H.M. steamer Hermes, of a son.

At Windham House, Bagshot, the Lady of Capt. J. F. S. Clarke, Royal Scots Greys, of a son.

At Enham House, Hants, the Lady of Major Jasper T. Hall, Unatt. of a son.

At Ipplepen, the Lady of Capt. Andrew, R.N. of a daughter.

At Cheltenham, the Lady of Capt. Norwich Duff, R.N. of a son.

At Phibsborough, the Lady of Lieut. J. C. Chesnaye, R.N. of a son.

At the Ray, Maidenhead, the Lady of Capt. Sir John Phillimore, Knight, C.B., R.N. of a daughter.

At Ardglass Castle, County Down, the Lady of Major A. W. Beauclerk, Unatt. of a son and heir.

At Millbay, the Lady of Lieut. Hockarly, R.N. of a son.

Oct. 14, at Knightsbridge, the Lady of Lieut. Munro, Royal Horse Guards, of a son.

MARRIAGES.

At Walcot, Lieut. T. C. Brander, 1st or King's Dragoon Guards, to Anna, daughter of the late Vice-Admiral Buller.

At Thurles, Lieut. Percy Gouch, 23rd Royal Welch Fusiliers, nephew of Lord Bloomfield and Sir H. Gouch, to Catherine Fanny, daughter of the late Major Langley, of Brittas Castle.

At Ham, Surrey, Capt. S. Blackford, 59th Regt. to Caroline, daughter of William Beebe, Esq. of Grove House.

At Bath, W. H. Wardell, Esq. Paymaster 93rd Highlanders, to Rosina Jane Warren.

Oct. 5, at Kingston, Lieut. John Henry Norcock, R.N. to Jane, eldest daughter of Lieut. Lowcay, R.N. com. H.M.C. Sparrow.

At Wootton, Kent, Lieut. S. P. Peacocke, 25th Regt. nephew of Lieut.-Gen. Sir W. Peacocke, to Isabella, daughter of Sir John and Lady Isabella Brydges.

At Dublin, Lieut. H. P. Jones, R.N. to Margaret Frances, daughter of N. M. Goddard, Esq. of Richmond Place.

Oct. 16, at Pembroke, W. Wilkins, Esq. R.N. of the Milford Packet Establishment, to Mary, youngest daughter of Mr. Buchannan, of her Majesty's Dockyard, Pembroke.

Oct. 17, Capt. R. H. Brandreth, R.E. to Mary Elizabeth, daughter of H. J. Shepherd, Esq. and Lady Mary Shepherd.

DEATHS.

April 20, at Greenock, Capt. P. M'Dougall, aged fifty-five, late of the 57th Regt. This gallant officer was constantly with his corps in the field during almost all the Peninsular War, and was present at all the battles shared in by that distinguished regiment—in short, was never absent from his regiment for twenty-two years, in every service on which it was their lot to be sent; but from injuries received in Ireland, while in the execution of his duty, his health became so much impaired that he was most reluctantly compelled to leave his profession, and had been for the last eight years confined to his couch, enduring very great suffering from a variety of complaints, which he bore with Christian patience and resignation. He was mild and amiable, which, with his agreeable and gentlemanly manners, attached not a few

sincere friends to him in Greenock, who ever exhibited a lively interest in his welfare. Like many other officers in the Army, in 1830 he lost all his property by the failure of his agent in London. He has left an afflicted wife to deplore his loss.

May 5, Lieut. M'Dougall, h.p. 39th Regt.

May 22, drowned at Ceylon, Lieuts. Harkness and Shaw, and Ensign Walker, 61st Regt.

June 26, at Jamaica, Assist.-Surg. Anderson, 8th Regt.

July 2, Capt. Phillpotts, h.p. 4th West India Regt.

Capt. Waldron, Unatt.

July 14, at Jamaica, Major Wilson, K.H., 56th Regt.

July 14, at Demerara, Lieut. and Adjutant Fisher, 67th Regt.

July 27, at Dunquerque, Lieut. Stern, h.p. 61st Regt.

July 30, at Nottingham Spa, near Nettlebury, Dorset, Capt. Bowles, h.p. 42nd Regt.

Aug. 6, at Jamaica, Assist.-Surg. M. R. Burke, Staff.

Aug. 23, Lieut. Lowe, late of 12th R.V.B.

Aug. 25, Lieut. A. Campbell, h.p. 82nd Regt.

Aug. 25, Capt. Schlichthorst, h.p. 4th Line Batt. Ger. Legion.

Lieut. Malcolm, 50th Regt.

Ensign Knox, h.p. 66th Regt.

Sept. 10, Lieut. Sturgeon, h.p. R.M.

Sept. 11, at Oswestry, Salop, Ensign Lloyd, h.p. 7th Gar. Batt.

Sept. 11, off Madeira, on board H.M.S. Pearl, Lieut. E. Williams, R.N.

Sept. 14, at Venice, Gen. the Hon. E. Phipps, Colonel Commandant 2nd Batt. 60th Regt.

At Hitchin, Herts, Lieut.-General Sir S. V. Hinde, K.C.B. Colonel 32nd Regt.

Major-General R. Stewart, late of Royal Irish Artillery.

Sept. 19, drowned off Skimburness, by the upsetting of a boat against a steamer, Capt. Gilby, 81st Regt.

Sept. 23, at Ringmer, Sussex, Lieut. Rowlls, h.p. 18th Dragoons.

At Bothwell, James Dalziel, Esq. Surg. R.N. aged sixty-seven.

At Ipswich, Lieut. Carter, R.N.

Com. Edw. Whyte, R.N.

Of mortification in the foot, Capt. J. C. Wood, late of 71st Regt.

At Castle Dawson, Capt. F. K. Bouverie, late of 62nd Regt.

Sept. 27, at Pembroke Dockyard, Capt. William Pryce Cumby, R.N., C.B. Capt. Cumby entered the Naval Service of his country at the age of thirteen, about the year 1784, and served two years in the Kite cutter. On that vessel's being paid off in 1786, he engaged in the merchant service with a view to acquire a thorough practical knowledge of his profession, until the year 1789; when, on the prospect of hostilities, he rejoined the Royal Navy, and, after serving in several ships, he was placed by his patron, the late Lord Mulgrave, under the care of Capt. H. Savage, in the Pomona frigate; and with this experienced and intelligent officer he continued in active duty until the termination of the Russian armament in 1791. He afterwards served in the Hebe frigate, under the late Captain A. Hood, until March, 1792, when he passed his examination for Lieutenant, and was fortunate in obtaining his promotion the following year, when he was appointed Third-Lieutenant of the Assistance, and subsequently served as First-Lieutenant of the Astrea and Thalia (frigates noted for their high discipline), until the peace, when he retired on half-pay.

On the renewal of hostilities in May, 1803, Lieutenant Cumby was appointed to command a cutter on the North Sea station, and in November, 1804, Captain John Loring, then commanding the Bellerophon, 74, applied for him as First-Lieutenant, in which post he was continued when Captain John Cooke succeeded to the command.

In this famed ship he was present, and took an active part in the glorious Battle of Trafalgar, 21st October, 1805, and his gallant Captain having fallen early in the action, he succeeded to the command of the ship, and so well supplied his place, that he was promoted to Post-Captain in January, 1806, passing over the intermediate step of Commander.

Captain Cumby, after performing the melancholy duty of following the remains of Nelson to the tomb, was appointed to command the Dryad frigate (pro tempore) early in 1806; he afterwards became Flag-Captain to Vice-Admiral B. S. Rowley, in the West Indies, and as the Admiral principally resided on shore, Captain Cumby had frequent opportunities of performing good service with the squadron. He afterwards commanded the Hyperion, on the North American and Channel stations, and was very active in protecting the fisheries and the trade, capturing and destroying several French and American privateers.

Captain Cumby paid off the Hyperion in 1815, since which time he has not been employed, until at the late promotion in January of the present year, when he became the Senior Captain on the Navy List, and was appointed Superintendent of Pembroke Dockyard, in which situation his kindness of manner, and correctness of conduct, appear to have given universal satisfaction.

Captain Cumby married, first, in 1801, Miss Metcalfe, of Richmond, Yorkshire, who died in 1815; secondly, Elizabeth, daughter of the late Rev. T. W. Morley, of Eastby House. He had children by each lady, some of whom survive.

Sept. 29, at Oswestry, Colonel Edw. Faunce, late Lieut.-Colonel of the 4th or King's Own Regiment, aged seventy-three years.

Oct. 2, at Boulogne-sur Mer, Colonel Neil Mackellar, C.B., late of the Royals.

At Manchester, Lieut. R. E. Martin, R.N.

At Stebbing Park, Capt. J. Smith, R.N. in his seventieth year.

At St. Colomb, Cornwall, Retired Commander John Stokes, R.N.

At Otterington Hall, Yorkshire, Capt. J. G. Boss, R.N., late M.P. for Northallerton.

In the Old Kent Road, Dr. Richard Daly, Surgeon, R.N.

At Gateshaw, Roxburghshire, in his eighty-fourth year, Sir Charles Kerr, M.D. the Senior Principal Insp.-Gen. of Army Hospitals, on h.p.

Oct. 12, at Fenton's Hotel, Lieut.-Gen. Lord Glenlyon, K.C.H.

At Cork, Retired Commander Brumhall, R.N.

At Colchester, Lieut. Edward Hallum, R.N. aged seventy-three.

At Fairlawn, near Tunbridge, Capt. John Yates, late of the 1st Dragoons.

At the residence of his son-in-law, the Rev. A. Glover, Rector of Charlton, Dover, Rear-Admiral John Broughton.

Oct. 14, at his seat, Braziers, Oxfordshire, Admiral Isaac George Manby.

Oct. 15, at Paignton, Torbay, Lieut. J. Kestall, R.N.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

SEPT. 1837.	Six's Thermometer.		At 8 P.M.			Pluviameter Inches.	Evaporator Inches.	Winds at 8 P.M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Parts.			
♀ 1	61·3	51·5	30·05	60·6	468	·443	·086	S.W. stiff br. heavy rain
♄ 2	59·6	53·8	29·60	58·3	483	·184	·090	N.W. threatening
☉ 3	58·7	55·5	29·75	54·8	501	·102	·090	W. light airs, rain
☽ 4	57·9	53·0	29·95	57·0	512	·138	·092	W.N.W. nearly calm
♂ 5	59·8	50·6	29·95	59·8	482	—	·100	N.E. calm, very fine
☿ 6	64·5	53.6	29·93	61·4	464	—	·076	N. by W. fresh br. cldy.
♃ 7	64·5	55·3	29·95	64·3	455	—	·068	W. light air, magnificent
♀ 8	64·3	55·7	29·82	62·7	476	—	·074	W. by N. fresh br. fine
♄ 9	64·2	56·0	29·67	61·8	500	.478	·100	S.W. stiff br. showers
☉ 10	62·8	56·5	29·92	62·4	509	—	·082	W. fresh br. variable
☽ 11	63·7	53·4	29·73	63·4	497	—	·094	S.S.E. stiff br. cloudy
♂ 12	63·0	56·2	29·67	61·7	468	·640	·078	E.S.E. gentle br. fine
☿ 13	63·6	56·0	29·14	61·2	485	·178	·097	S.S.W. fresh br. cloudy
♃ 14	63·5	55·0	29·50	57·0	474	·057	·120	W. stiff gale, variable
♀ 15	62·9	54·5	30·15	60·0	475	—	·120	S.W. fresh br. very fine
♄ 16	59·9	51·0	29·96	56·4	525	·045	·078	S.S.W. light airs, cloudy
☉ 17	62·2	56·2	30·05	62·2	642	—	·076	S. strong breeze, cloudy
☽ 18	62·8	60·5	29·99	62·5	660	·076	·078	W.S.W. nearly clm. sh.
♂ 19	63·4	59·2	30·11	63·4	551	—	·082	E.S.E. calm, cloudy
☿ 20	66·9	61·6	30·00	66·8	492	·010	·080	E. by N. fr. br. very fine
♃ 21	67·2	57·8	29·97	64·5	552	—	·092	N.E. light airs, very fine
♀ 22	64·4	50·5	30·10	63·0	571	—	·090	N.N.E. lt. br. magnifi.
♄ 23	62·8	53·3	30·17	62·1	466	—	·094	E. equally, magnificent
☉ 24	62·8	54·0	30·27	58·4	482	—	·090	N. fresh br. beautiful
☽ 25	57·2	51·1	30·36	56·5	500	.022	·110	N. light airs, variable
♂ 26	58·5	52·3	30·25	58·4	510	—	·092	N.N.E. fresh br. fine
☿ 27	58·3	50·8	30·15	55·3	532	.009	·075	E. light br. showers
♃ 28	56·3	52·2	30·10	56·3	564	·010	·080	N.N.E. light air, cloudy
♀ 29	59·0	52·0	30·08	58·0	525	—	·074	E.N.E. calm, fine day
♄ 30	59·4	50·5	30·03	59·0	530	—	·066	E. calm, magnificent

A LETTER has been received from Mr. Joseph Templeton, of the Colonial Secretary's Office in Newfoundland, expressing the satisfaction he has derived from the Meteorological Register of this Journal; it having afforded him, he says, "a curious and interesting reference," in comparison with his own observations in that peculiarly changeable climate. This letter is accompanied by a copious Table drawn up by Mr. Templeton, showing the mean temperature, as also the mean height of the barometer in each month in the 3½ years ending 30th June, 1837; with the extremes of each, and the days on which such extremes occurred. The place of observation is in lat. 47° 34′ 3″ N., lon. 52° 38′ 30″ W.; and the barometer stands on a height of 140 feet above the level of the sea.

From this well-arranged Table it appears that the barometer vacillates so greatly, that it is scarcely ever steady for six hours together; and in the winter its oscillations are very great and sudden. It is also seen that, in the peculiar climate of that island, the mean temperature of the month of September is very little below that of July, whilst that of October is nearly equal to that of June. The first fortnight in February is usually the severest part of the winter—in which period the thermometer in some seasons sinks to from ten to twenty degrees below the zero of Fahrenheit. We could have wished Mr. Templeton had possessed a good hygrometer, as the humidity or dryness of some of those months would have formed a valuable addition to the information he has afforded.

Inquiries on the subject of our Register have also been made by several gentlemen who are zealously promoting the infant science of Meteorology; from the tenor of which it seems to have escaped our readers, that the temperature there noted is that of the interior of Captain Smyth's Observatory, under conditions which we expressed at p. 367 of Part I. 1829, of this Journal.

ON THE RECRUITING OF THE ARMY.

BY A PRACTICAL RECRUITER.

In a former Number* we traced the rise and progress of our Standing Army, from the earliest periods to the present day, as well as the circumstances which led to its gradual increase. We now propose devoting the following pages to an explanation of the mode in which that army is recruited—a subject of the more interest as in this respect it presents some features which peculiarly distinguish it from that of all other nations. The men, in physical conformation, are unquestionably the *élite* of the population. They are greatly above the average height; and though in peace, as in war, danger, exile, privation, and suffering unknown to the soldiers of other armies, are sure to await them, sufficient numbers are readily found to supply the immense waste of life on colonial service, without having recourse to those compulsory expedients adopted by continental nations.

How different is the case even in France, which proudly boasts of the military spirit of its population. There the soldier has little or no foreign service to encounter—his enlistment entails no perpetual separation from his home and his kindred—no exposure to the dread blasts of pestilence, or to those manifold diseases which speedily induce an old age of decrepitude and suffering, if they lead not to an untimely grave. He has before him the tempting example of others, who by rapid strides have stepped from the barrack-room to the throne; yet with all these advantages we find that the vacancies in the ranks of the French army can only be filled by conscription; and, at a time when abundance of recruits can be procured in Britain to serve for the whole term of life, and in the most unhealthy quarters of the globe, for a nominal bounty of three pounds, it requires ten times that sum to procure a substitute for a conscript in the French Army, though his service is but five years, and that generally passed in his native country.

The readiness with which our ranks are filled by voluntary recruits cannot be accounted for by any superior advantages possessed by the British soldier in his rewards for service. His pay, compared with the price of labour and provisions in this country, we have already shown to be much the same as that of the French soldier. At the present reduced rates of pension in our army, the two services are in that respect nearly on a par; and in regard to prospects of promotion, and those military honours which are most likely to excite the ambitious and the daring, the French service is incomparably the superior of the two. To what then can we attribute the superior facility of recruiting in our service, but to the greater inclination of our countrymen for the profession of arms? which, despite of the disadvantages and discouragements under which that profession labours, leads annually thousands into our ranks, though well aware that path but very rarely leads either to honour or profit, and too often to a life of suffering and of penury.

* United Service Journal, July, 1837.

There exists, fortunately, among our British youth an enterprising spirit, which is continually exciting a desire for foreign adventure, while there is also a fearlessness and hardihood which sets at nought all the difficulties and dangers attending it. It is this which has led them to explore every region from the equatorial deserts of Africa to the ice-bound circle of the pole! It is this which has led them to colonize in every quarter of the habitable globe; and it is this which fills our Army and Navy with daring and reckless spirits whom no fear of climate will daunt, nor dangers of the field terrify! It is a remarkable proof how little difficulty there is in obtaining recruits, even for the most deadly stations, that in 1825, when it was deemed expedient to augment the Royal African Corps by voluntary enlistment, nearly two hundred young men were raised for service in that part of the globe in a few months, at the usual bounty, though it was well known that there the life of a European seldom extended beyond twelve months. We ask whether the boasted military ardour of the sons of France would have led them voluntarily to brave similar dangers in the pursuit of their profession?

There is perhaps no better mode of testing the relative inclination for military service among the youth of each nation than that, though the casualties by death in the French army averaged, from 1820 to 1827, only 2458 annually, it could not, from a population of thirty millions, be kept effective without the compulsory aid of the conscription; while during the same period Britain, with a population of only twenty millions, was able, by voluntary enlistment, to keep her army effective, though the deaths averaged 3758 annually. Armed with this incontrovertible fact, then, we gladly throw back the oft-repeated taunt of our continental neighbours, that our youth have a disinclination for the profession of arms, and that the British are unfitted to become a great military power. On the contrary, we maintain that no nation since the days of ancient Rome was ever better calculated by the dauntless ardour of her sons to become so. But while she maintains her naval supremacy it is neither her wish nor her interest to keep larger armies on foot than are necessary for the protection of her colonies. Her disinclination must, however, by no means be assumed as a proof of her inability.

When we come to investigate the mode in which our Army was recruited, and the abuses under which its institutions laboured, during the last century, we shall not be disposed to wonder that its reputation stood at so low an ebb, nor that it should so often have experienced those reverses which cast a tarnish on the lustre of its arms. During that period the pay of the soldier was scarcely sufficient to afford him the most common necessaries of life. Under the pretence of furnishing him with clothing a fourth part even of that miserable pittance was withheld. Peculation in the most unblushing form existed in all the contracts by which he was supplied; and the officers who commanded him in the hour of danger were, in many instances, mere boys, raised rapidly to rank by undue influence, and totally ignorant even of the most common duties of their profession. The ranks were, for the most part, filled from the refuse of the gaols, allowed to adopt that alternative as a commutation for the highest punishments of the law, or by persons who, having no visible means of earning a livelihood,

were presumed to be rogues and vagabonds, and as such deemed fit subjects for military service. Even so late as 1755 an act was passed, and continued in operation for upwards of fifty years thereafter, which directed that every person of that description should be forced to serve as a soldier, provided he was able to carry arms.

It may readily be supposed that such men deserted on the first opportunity, or, where that was impracticable, speedily became disabled, from the little regard paid to their fitness for the duties of military life; so that to keep up a corps, when once completed, required a large proportion of its numbers annually. To cover the expense of obtaining fresh recruits the Captain of each company was allowed the pay of two men daily in time of peace, and of five in time of war; his interest being therefore to procure men at as cheap a rate as possible, he was not likely to be over-scrupulous in the selection, as it was more profitable for him to fill up his vacancies from the outcasts of the gaols and highways than to tempt a better class of men into the ranks by the offer of a fair bounty.

The abuses of this system became at length so glaring that in 1806 the Government took upon itself the charge of keeping the army effective, by means of a recruiting establishment, in which all the expenses attending the enlistment of recruits were provided for. At first it was so arranged that whenever a corps fell under its establishment parties were sent out for the purpose of recruiting, and though these parties only consisted of three or four privates each, an officer of the corps to which they belonged was always sent in charge of them, who was responsible for the fitness of the recruits. It was soon found, however, that though this plan put a stop to the abuses which had formerly existed, and insured a better description of men for the service, it was exceedingly expensive to the public, and militated strongly against the efficiency of corps, as the greater the casualties of warfare the larger was the number of officers it became necessary to detach, at a time when their services could least be spared. At one period, we believe, during the height of the war, no less than 950 officers were thus employed in superintending a like number of parties, not exceeding three or four men each.

During the Peninsular war, however, when we had not only to fill up the numerous casualties which occurred in the field, but to augment our armies by new levies, the demand for men became too great to be met by any of the ordinary expedients, and that of recruiting from the militia was resorted to. These men having been originally drawn from their homes by a species of conscription, after acquiring the habits of soldiers, were readily induced by the offer of a considerable bounty to volunteer into the line. Thus a large body of trained soldiers were at once brought to supply the vacancies in our ranks, instead of raw recruits who required a long period to attain a knowledge of their duties. It was thus that, to the astonishment of Europe, a nation which, during the previous century, could never bring any considerable army into the field, was enabled to maintain so desperate and ultimately so victorious a conflict against a power which ranked under its banners half the military force of Europe. The valuable aid derived from this happy expedient is sufficiently established by the fact, that during ten years, between 1805 and 1815, the number of volunteers from the

militia amounted to 113,409, while the recruits obtained by ordinary enlistment by all the corps in the service amounted only to 121,622.

This system of recruiting our army was a very near approximation to the conscription. The citizen was first forced to bear arms in the militia; there he speedily acquired a fondness for his new profession; and, his martial ardour being once excited by the deeds of his gallant countrymen abroad, he was readily induced to place himself under the same banners. The measure possessed all the advantages of the conscription without its harshness; the citizen was only compelled to obey a sacred duty, equally paramount on all, but which subjected him to no risk of life. His subsequent exposure to the dangers of foreign service was the result of his own choice.

This volunteering from the militia had also the good effect of obviating the necessity for abstracting so large a number of officers from their corps, for the purpose of recruiting—a practice ultimately found to be attended with so many inconveniencies that towards the termination of the war the recruiting arrangements were remodelled on their present footing. Instead of each party being under the charge of an officer, those of several corps were formed into a subdivision, and one officer appointed to superintend it. Several of these subdivisions formed a district, which was placed under an Inspecting Field-Officer, with an Adjutant and Paymaster, to assist in conducting the details of discipline and finance, and a Staff-Surgeon for the medical inspection of the recruits. There are now nine such districts in the United Kingdom, viz., London, Coventry, Bristol, Leeds, Liverpool, Scotland (comprehending Glasgow and Edinburgh), Dublin, Cork, and Newry. The number of subdivision officers varies according to the exigencies of the service, but they generally average from 40 to 50. They are for the most part selected from officers of corps on foreign stations, who have earned that indulgence by a period of service abroad, and to whom it proves a valuable boon thus to procure employment till they have thoroughly recovered the effect of their residence in unhealthy climates.*

Nothing can be more simple or more economical than these arrangements. Whenever a regiment falls below its establishment, if it has not already parties out, one or more are detached to some of the districts for the purpose of recruiting. Each party consists of from three to four men, under the charge of a serjeant. In general, that district is selected for their operations in which the corps has previously been most successful in raising men; and if possible some of the party are natives of the town to which they are sent. These men are on their arrival placed under the charge of one of the subdivision officers, who becomes responsible for the recruits they enlist.

Few parties newly sent out are successful at first, for recruiting is a trade which, like all others, requires experience, and many an unfortunate serjeant has been the victim of incautious zeal on his first essay.

---

* We are sure our military readers will join with us in bearing testimony to the kind consideration with which this patronage is dispensed, and that it is rarely, unless regimental obje[illegible]d, that the plea of foreign service in unhealthy climates is urged b[illegible]n.

There are in every town a considerable number of young men who have previously been rejected as unfit to serve, owing to physical defects, imperceptible perhaps to the eye of any other than an experienced medical practitioner. These men gladly avail themselves of the serjeant's anxiety to procure recruits, take his enlistment money, and put him to the expense of supporting them till brought up for medical inspection, when of course they are discharged. As all this loss has to be borne by himself, a few such mistakes teaches him to be cautious, and he then finds candidates for enlistment become comparatively scarce, though, perhaps, other parties, longer in the town, can procure them for their corps without any difficulty.

He soon finds that all the martial strains of the "spirit-stirring drum and ear-piercing fife"—if perchance he has such auxiliaries at his command—are of little avail, and that he might bawl himself hoarse in proclaiming the merits of his corps without adding a single recruit to its ranks; he therefore changes his mode of attack, and wisely determines to follow the example of those who have had longer experience in the service. Finding nothing is to be done without the aid of an extensive acquaintance in the town, he visits the public-houses and places of amusement frequented by the tradesmen during their idle hours, where he generally spends his evenings, and furnishes many a tale of campaigns he has never served, and foreign adventures he has never witnessed, to his gaping auditors; such subjects are always a favourite theme of conversation with the youth of our land, and must be so while the same spirit dwells within them which led their sires to the conquest of half the globe.

By such arts as these our recruiter gradually acquires the confidence of his youthful acquaintances—they become pleased with the careless freedom of military life, and readily contrast it with the constant toil by which they have hitherto earned their subsistence. They long for the field of enterprise and adventure which such a change of profession promises to open to them; and on the first stagnation of employment, family quarrel, or temporary embarrassment in which they find themselves involved, they readily avail themselves of the opportunity of enlisting, and in general constitute the very best class of our recruits, whom none but parties some time domiciled in a town can readily obtain.

Another class consists of workmen who are, as it is technically termed, on the tramp, in search of employment; and of these too the serjeant who is most acquainted in the town has obviously the best chance—for, as he takes care to be on intimate terms with the landlord of the house they frequent, he has generally a hint given him on the arrival of any who are likely to answer his purpose. He drops in as if by accident, shares with them his evening potation, hears the detail of their wants and difficulties, and suggests the expedient of enlistment, which at such a time they are readily disposed to adopt.

These are, however, dangerous customers, and require to be sharply watched, for, as it is difficult to trace them, it not unfrequently happens that they change their mind in the course of the night, and start off, leaving the serjeant *minus* the expenses he has incurred on their account. Among this class, too, it necessarily happens that there are often the very worst of characters: deserters from other corps, or men who have

deemed it prudent to leave home in consequence of the commission of some serious offence.

A third class is composed of the sturdiest of our yeomen, who, having increased the population of their parish without permission of the clergy, are glad to escape from the consequences by sheltering themselves under the licence of the camp. These once constituted the great mass of recruits from the country districts, where military ardour seems by no means so readily excited as among the crowded population of towns; and certainly our poor-law legislators had no eye to the benefit of the Service when, by relieving the male culprit of the consequences of these peccadilloes, they deprived the army of such a valuable accession to its ranks.

If the recruit has been enlisted at a station which is the head-quarters of a subdivision, he is the next morning brought before the officer in charge of it, who generally questions him as to his age, trade, or profession—whether an apprentice or not—if married or single—whether he has ever served before; and, if so, where is his discharge?

On receiving the proper answers to these queries his height next requires to be ascertained; and this being the part of the officer's duty which involves the greatest responsibility, it may be as well to give a hint on that subject. Five feet six inches, the present standard for our infantry, being above the average height of young men from eighteen to twenty-five, particularly in manufacturing towns, it is surprising how large a proportion of the candidates for enlistment fall short of it; and, as many of them will use every means to appear as tall as possible on this occasion, knowing that any real deficiency in height will ensure their discharge when brought up some time after for intermediate approval, considerable caution must be used in measuring them, because a change of position, scarcely perceptible to the eye, will be sufficient to raise or depress them at least a quarter of an inch. Those who may be of doubtful height, and whose object it is to appear taller, generally endeavour to raise themselves a little when under the standard: to guard against this a piece of tape must be placed under the heels, one end of which is held by the officer, who keeps it stretched while he is ascertaining the measurement, so that on the slightest rise of the recruit the tape gives way. Those who are anxious to appear under the height, to escape the consequences of a rash enlistment, endeavour to effect their purpose by slightly bending the knee-joint, pushing out the belly, and stretching forward the head; in such cases the best way to prevent deception is to lay the recruit on his back on the floor, and there measure him.

The serjeant or person who brings the recruit, having none of the responsibility attending his intermediate approval, is of course anxious he should pass, and not unfrequently gives him some hints how to appear of the proper height, if there is any doubt on the subject. A common plan adopted on such occasions is to keep the recruit in bed up to the hour when he is brought to the subdivision officer to be measured; for, strange as it may appear to those who are not versed in such matters, most men are taller by at least a quarter of an inch when newly risen than after walking about for a few hours. When the officer is doubtful of the height of the recruit, and suspects that any such means have been taken to deceive him, the obvious remedy is another measure-

ment after the recruit has walked about for some time under charge of a soldier.

During the Peninsular war, when the high bounty held out great temptation to fraud, many extraordinary means of deception were resorted to by the recruit in order to appear of the proper height; thick pieces of chamois leather have sometimes been found glued under his heel, and even an artificial "organ of veneration" sometimes cemented on the top of his head, and so carefully covered with hair as to be by no means readily detected. These being removed by the recruit on his final inspection at the corps, he would of course be rejected as under size, after pocketing the first part of his bounty, and living at the expense of the public for several weeks. Such tricks are now however of rare occurrence, and a very ordinary degree of circumspection will save an officer from incurring any risk of deception in this part of his duty.

If the subdivision officer approves of the recruit at the head-quarters of the district, he is next taken to the Staff-Surgeon, in whose presence he is stripped naked, every limb and every organ carefully examined, and, if found defective in the physical qualifications necessary for a soldier, is rejected. To so fastidious an extent has this been carried, that, even though his chest be full and ample, his bones sound, his limbs free from scar or ulcer, the mere suspicion of having ever laboured under any serious disease, nay, even the loss of a few front teeth, is held to warrant his rejection.

Under so scrupulous a test of bodily qualifications it must be expected that the proportion of rejections is exceedingly large. From some documents published by Mr. Marshall, Deputy Inspector-General of Hospitals, who was for several years superintending surgeon of the Dublin district, it appears that the proportion of recruits rejected there, on primary inspection, from 1825 to 1829, was about thirty per cent., corresponding very nearly with the proportion rejected for infirmities among the conscripts in the French army, which amounted, in the Department of the Seine, to thirty-one per cent. between 1800 and 1810, and to twenty-nine per cent. between 1816 and 1823. It may therefore be safely assumed that, when on the average of a long period the rejections on primary inspection have not exceeded that proportion, it is a pretty fair proof the medical officer has not been exercising more than a due degree of caution to prevent the introduction of unfit persons into the Service.

But of late years the number of rejections have been progressively increasing, till in some districts they have averaged from 50 to 60 per cent. of those enlisted. At one station, of which we possess the returns for 1834 and 1835, the number approved was but 231, while the number rejected was 278; consequently, unless our population have been so rapidly deteriorating that considerably more than a half of them have become unfit to bear arms, we must suppose that in this, and many similar instances, the zeal of the district surgeon to pass no recruits but those who are strictly unexceptionable has led him to reject many who might have proved good and efficient soldiers: a measure which tends materially to diminish the success of recruiting parties, and, where the recruit has been brought from a distance, to throw a very heavy expense on the public.

It is but justice however to the medical authorities to state, that this over-fastidiousness has been induced more by the strictness of the present regulations in regard to the selection of recruits, than resulted from the exercise of their own unbiassed judgment—a subject which we shall hereafter have occasion to advert to when we come to discuss the practicability of improvements in this branch of the Service: meantime let us proceed to trace the progress of the recruit.

If rejected on medical inspection, the superintending officer has nothing more to do than to note down the name of the recruit and cause of rejection; the decision of the District Surgeon in regard to his ineligibility being final. If, however, the recruit is found fit for the Service, the next step is to have him attested before a magistrate; and, in order that he may have due time to reflect on the consequences of such a step, and that his enlistment may be, in the strictest sense, voluntary, the Mutiny Act provides that this attestation cannot take place till twenty-four hours after enlistment; and he may even, if he chooses, protract that period of deliberation to four days, during which, on tendering a guinea of smart money before a magistrate, he is forthwith discharged. If, at the termination of these four days, he absconds, or will not appear to be attested, he may then be proceeded against as a deserter.

The attestation is a document of considerable importance, as it affords the necessary legal evidence of the recruit having voluntarily enlisted, as well as of his age, date of enlistment, &c. As the subdivision officer is held responsible that there are no alterations or erasures, which might afterwards raise a quibble as to its validity, he should examine that document most carefully, and be particular in observing that the magistrate before whom the recruit has been attested is a justice of the peace, as many magistrates of royal burghs in Scotland are not so; and there have been instances in which recruits attested before them have, in consequence of this informality, demanded and obtained their discharge, at the distance of several months after enlistment, leaving the subdivision officer to refund to the public the pay and allowances issued to them from the date of entering the Service.

Though the questions in the attestation are all put on oath, yet there is too good reason to suppose that but few of the answers can be relied on, particularly those which refer to the age at enlistment, for the recruit being generally aware that the service of a soldier under eighteen is not allowed to reckon towards the attainment of his pension, inserts in his attestation that he is of that age, whether he has attained it or not; and, it being exceedingly difficult to judge to within a year or two of age from personal appearance, there exists no means of checking the accuracy of his statement. In like manner, if above twenty-five, he makes little scruple, if anxious to serve, of stating himself to be under that age. It not unfrequently happens also, that a wife and family make their appearance a few days after he has sworn himself unmarried. These false statements, however, in no respect tend to invalidate the attestation, nor is the officer responsible for their accuracy.

The recruit, on being attested, receives 2*s.* 6*d.*, as the first part of his bounty, and becomes entitled to pay from the date of enlistment stated in his attestation. If at the head-quarters of the district, he is next brought before the Inspecting Field-Officer, who, on being satisfied

of his qualifications for a soldier, and that he is of the proper height, signs a docket to that effect on his attestation. He is then said to be "intermediately approved of," and receives 7*s.* 6*d.* more of his bounty. The serjeant or party who enlisted him receives 5*s.*; the subdivision officer 5*s.*; and a shilling is paid to the magistrate's clerk for attesting him; making, with the 2*s.* 6*d.* formerly paid the recruit, in all one guinea, which is stated in the public accounts as levy money.

The course of procedure we have just described refers only to those enlisted at the head-quarter stations of each district, where there is a military Surgeon to inspect and a Field-Officer to approve recruits; but in stations at a distance from head-quarters they are medically inspected by a civil medical practitioner, who receives from the public a fee of 2*s.* 6*d.* for each; and if no defects are then discovered, and the officer or serjeant in charge of the party is satisfied as to the recruit's height, he is at once attested, and continues in receipt of pay till an opportunity offers for forwarding him with others to the head-quarters of the district, where he is inspected by the Field-Officer, and again examined by the District Surgeon. If deemed ineligible by the latter, a board of two or more medical officers is directed to report on his fitness for the Service. If their opinion is confirmatory of the District Surgeon's on this point, the recruit is forthwith discharged from the Service. It is estimated that no less than from 10 to 12 per cent. of the recruits enlisted at the out-stations are thus rejected on secondary inspection, whose pay, bounty, expense of inspection, and marching money are a dead loss to the public.

When a sufficient number of recruits have been collected at head-quarters, they are marched off for their depôts or regiments under the care of a staff-serjeant, who receives 2*s.* 6*d.* for the safe conduct of each. So soon as they are finally approved, an order is transmitted to the recruiting district for the payment of 10*s.* to the person who enlisted him, and the balance of 2*l.* 10*s.* of bounty then becomes nominally payable to the recruit. We say nominally payable, because the recruit receives no part of it in money, the whole being expended in the purchase of necessaries to equip him, so that instead of the attestation bearing that he is to receive a bounty of 3*l.*, which leads many to suppose that sum is to be paid them in cash, it should bear that the recruit is to receive 10*s.* and the quantity of clothing requisite for him to commence his duties as a soldier. In France the conscript receives nearly the same sum, viz., forty francs to equip himself, but that is never termed *a bounty*, or borne on their public accounts as such.

Before this final approval takes place, the recruit has, however, to pass through another ordeal. It is not sufficient that he has been medically inspected, first, perhaps, by a civil practitioner, and then by a District Surgeon, he has still to be examined by the medical officer in charge of the regiment or depôt. Now, if this medical officer could be supposed to possess superior discrimination, or had longer experience than those who preceded him, there might possibly be some advantage in such an arrangement; but when we state that, in a great majority of instances, the person exercising this controlling power is an Assistant-Surgeon scarcely initiated into the first rudiments of his profession, while the District Surgeon has had some thirty years' experience, and

probably passed in that time thousands of recruits, it must excite surprise how such an anomaly could so long have existed in our Service.

It is true, a Medical Board has to be held upon the recruit before he can be discharged; but that Board may, and often does, consist of another Assistant-Surgeon as raw and inexperienced as the original objector, and who, even if better acquainted with the tricks of recruits, would, to avoid those disagreeable altercations which generally result from a difference of opinion among medical men, probably be glad to give his concurrence to the discharge. All the money expended on the recruit from the date of his enlistment is thus lost to the public, and forms no small item in the recruiting expenditure.

The District Surgeon who inspected the recruit is generally called on to state why he passed such a man into the Service—indeed, at one period he was forced to refund the whole expense thus incurred by the public, nor was this harsh regulation rescinded till it had been proved, from the subsequent inspection and evidence of several of the recruits who had been discharged, that it was the Regimental and not the District Surgeon who had been the subject of imposition.

Though the District Surgeon has been thus freed from any pecuniary responsibility in this respect, still the dread of having his professional opinion cavilled at by those who are, both in a military and medical point of view, his inferiors, and the fear of removal from his situation, which the present regulations would still warrant if the recruits he passes are not perfectly in accordance with the taste of the regimental authorities, has been quite sufficient to induce an undue degree of fastidiousness in the selection of recruits, for to no other cause is it possible to attribute the large proportion of rejections. For doing so we have no less a warrant than that of his late Royal Highness the Commander-in-Chief, who, in 1825, when the rejections averaged little more than 30 per cent., directed a circular letter to be addressed to the recruiting authorities, stating—" That he could not reconcile this large proportion of rejections with a fair examination of the recruits." How much more strongly must his remark apply now, when the rejections are in some districts nearly four times as high.

If this extreme care in the selection had the effect of bringing none but men of the very best constitutions into the Service, we should be less inclined to deprecate the causes which gave rise to it; but this is sufficiently disproved by the fact that, though the portion of our Army constantly serving at home can be subject to no deterioration of constitution from the nature of their duties, the mortality is higher among them than *unselected* persons of the same age in civil life; and this mortality, instead of diminishing with this extreme fastidiousness in the selection, seems rather on the increase.*

Having thus traced the progress of the recruit from the period of enlistment till he is finally received into the ranks, we shall now inquire what are the emoluments of the subdivision officer and parties employed on this service.

The allowances granted to the subdivision officers vary according to the strength of the parties under their charge; and, though they may

* See Appendix to Article on Military Pensions, U. S. J., Jan. 1835.

sometimes appear large in the aggregate, are by no means so when viewed in detail. There is, first, a lodging-allowance of 2*s.* a-day, which is 8*s.* per week higher than the usual compensation for barracks to a Subaltern; but, as it includes compensation for coal and candle, of which the officer on the recruiting service is deprived, and as he requires to have two rooms instead of one, for the purpose of measuring and inspecting the recruits who present themselves for enlistment, that rate can certainly not be deemed too high, or in almost any town prove a source of profit. He has also an allowance for keeping the accounts, and paying the parties and recruits. If the parties do not exceed four, he receives 1*s.* 6*d.* a-day; if from four to six, 2*s.*; if above six, 2*s.* 6*d.* As there is more intricacy in the accounts, and more risk of losses than usually devolves on the Captain of a company, it is but fair his allowance, especially when the parties are numerous, should be on a higher scale; and even at that rate we have known many who, from not being conversant with figures, have rather lost than gained by it.

Where the officer has several parties detached in the neighbouring towns, which it is necessary he should visit at least once a-month, he is entitled to a daily allowance of travelling-money to cover his expenses. If he has one party only at an out-station, he is entitled to 9*d.* a-day; if two, 1*s.* 6*d.*; if three or more, 2*s.* 6*d.* Whether this proves any source of emolument to the officer, must of course depend entirely on the facilities of conveyance, the distance and direction of his parties, and the number of times he has to visit them; as it may readily be supposed that, if he has only one party, and that at the distance of fifteen or twenty miles, with no other access but by coach, the 1*l.* 2*s.* 6*d.* he receives in the course of the month for visiting it, would be barely adequate to cover his necessary expenses. Where, however, he has several parties at out-stations, and so situated that they can all be visited in the course of one tour of inspection, the full allowance of 2*s.* 6*d.* a-day may prove a source of some emolument, particularly if the officer can avail himself of steam conveyance.

We have been thus particular in detailing the amount of these allowances, because many persons, only looking at them in the aggregate, and on the highest scale, are apt to imagine them entirely a source of emolument; whereas they are granted for specific expenses to which the officer employed is unavoidably exposed, and which, in many instances, they are not more than sufficient to cover.

The amount derived from the allowance of 5*s.* for each recruit of course varies with the facilities of procuring them. At a few of the best stations they will average from twenty to thirty per month; at many others not more than from eight to ten. Perhaps twelve, yielding 3*l.* per month, may be taken as a fair average of all the stations; but this must not be supposed all gain: whether it is so or not depends entirely on the officer's tact and caution; for, if two or three recruits are thrown back upon his hands in the course of the quarter, owing to a defect in their height, as is not unfrequently the case, the whole allowances will go but a small way to cover the loss which he has to make good to the public.

The subdivision officers at out-stations are much more liable to suffer in this respect than those at the head-quarters of a district, as they have no means, previous to attestation, of consulting the Inspect-

ing Field-Officer in regard to any recruits of whose height they may be doubtful; and the mere circumstance of their sinking a little under a long march from the out-station, or the slight difference of standard resulting from a change of weather, will often be sufficient to cause their rejection.

Except a halfpenny per day each in lieu of quarters, the serjeant and his party receive no allowance beyond the 15*s.* of approval-money for each recruit, which, in most instances, will scarce reimburse them for their expenditure. Indeed, were it not for the freedom from regimental duty and comparative licence they enjoy on the recruiting service, we suspect the candidates for it would not be numerous. Owing to the number of medical rejections and occasional desertions, they enlist at least two for every one who ultimately passes: each of these must be paid a shilling of enlisting-money, besides a remuneration to the person who brings them; and the party may probably have to treat a dozen before they can persuade one to enlist. Two recruits a-month is the usual average enlisted even by a successful party, so that when the necessary expenses are deducted there cannot remain much of the 30*s.* of approval-money to reimburse them for their trouble.

Economical, however, as are the arrangements under which the recruiting is conducted, various suggestions have at different times been made with the view of reducing still further its expenditure. One of the most favourite of these is to carry on the duties by the Staff of the Militia, instead of parties from the Line, as a large body of the former is at present in receipt of pay, but has little or no duty to perform. The suggestors of such a change can, however, have had little practical acquaintance with the machinery of recruiting. The parties at present employed are so far under the control of the commanding officer of their corps that if they send him recruits whose personal appearance is but little calculated to do credit to it, or whose habits are depraved and incorrigible, he has it in his power immediately to recal them, and send out others who will be more careful in their selection. This operates as the best possible safeguard against the introduction of improper characters into a corps; but if the duty was once intrusted to the Militia, what control could a commanding officer possibly exercise in this respect? Numbers, and not selection, would then be the object in view. At present every party sent from a corps knows exactly the "caste" of men most likely to meet their commanding officer's approbation; and, as success in recruiting generally founds a good claim for promotion, they exert themselves infinitely more to please him in that respect than the Staff of the Militia would be likely to do without any such feelings to actuate them.

Another proposition which has been often started is, that officers for this service should be selected from the half-pay. Of the propriety of this, too, we are no less dubious. We believe few of the Subalterns who could be selected for that purpose are under forty years of age; and we hold it exceedingly questionable whether, for a duty which requires a considerable degree of experience in military accounting, no small portion of activity in visiting parties stationed at a distance, and, above [illegible] the management of soldiers which recent experien[illegible] [illegible]ltern officer, sinking into the vale of yea[illegible] [illegible]g period to military command, would

be well fitted for such a charge, especially at out-stations, where he has no means of inflicting punishment, either corporally or by confinement, and is left entirely to his own resources for maintaining discipline among his men. Besides, what would be gained by such a change? There is surely no such scarcity of full-pay officers that one cannot occasionally be spared from regimental duty for the purpose of recruiting; and if that employment is to be considered a boon, unquestionably it is those who have recently been encountering the hardships of foreign service who have the best claim to it. There could be no economy to the public by the proposed arrangement, for, as we have already shown, the allowances, not being more than sufficient to cover the specific expenses for which they are granted, will admit of no reduction, and the difference between half and full-pay would have to be made up to the officers employed; otherwise, we apprehend, they would soon be losers by it.

The question has often been mooted, why more might not be done in procuring recruits at the head-quarters and depôts of corps? To this we reply, that recruiting is a trade which, as already explained, requires the person employed on it to be for some time resident in a town, and well acquainted among the youthful part of its population, in order to ensure success; and it is the probability of his remaining there till he has obtained a sufficient number of recruits to reimburse him for the expense he is put to in making their acquaintance which alone induces him to incur the cost of doing so. But with his regiment or depôt the soldier is here to-day, away to-morrow, and would probably be hurried off before he had time to gather the fruit of his expenditure. Besides, just about the time when tradesmen meet to enjoy themselves after the labours of the day, the strict discipline of a corps renders it necessary that the soldier should hasten to his barrack, with the fear of the guardhouse before his eyes if he happens to be a few minutes too late; but on the recruiting service he is under no such restraint, and might sit up half the night if he were likely to procure a good recruit by it.

It unfortunately happens, too, that if one or two recruits have been procured at head-quarters, others are by no means likely to follow their example. The bonds of discipline at first appear exceedingly harsh; their former associates soon learn that men who subject themselves to military rules can no longer spend their evenings as they please, and that in their new profession they have but exchanged the cheerful employment of active labour for the dull monotony of the goose-step. The recruits, too, tell them, and perhaps with justice, that though they enlisted for a bounty of 3*l.*, they have actually received no more than 10*s.*, and that they are, perhaps, under a considerable stoppage from their pay besides, in order to complete their outfit. Those enlisted by a recruiting party have, no doubt, ultimately the same difficulties to encounter on their outset in the profession—but not in the town where thay were enlisted, so that their former associates cannot know otherwise then that all their expectations have been realized.

Another of the improvements much insisted on by those who have little idea of the practical difficulties attending it, is, that no recruits should be taken but men of good character, forgetting altogether the

facility with which false certificates of good character could at any time be procured, if essential to admission into the Service. Nothing surely would be easier, if A wanted to enlist, but knew his own character to be defective, than to borrow the character of B, and enlist under his name. It is well known that even at present a great proportion of the recruits enlist under fictitious names, and the result of this regulation would only be that still more would do so, and that false characters would speedily become as plentiful as among the native servants in the East Indies, by whom they are currently bought, sold, or exchanged, at the rate of about 6*d.* a score.

If, to obviate this difficulty, it were made imperative for officers on the recruiting service to satisfy themselves as to the accuracy of these characters, there would be trouble and correspondence enough to occupy half the officers in the Army. Besides, to whom could they apply for information? Most of the recruits come from a distance—their friends are all in the humbler ranks of life, and not likely to prove ready correspondents; or, even if they did vouchsafe a reply, it is more than likely, if the recruit was of bad character, they would, for the purpose of getting rid of him, be induced to give him a good one; but, if he were really a good character, they would, in their anxiety to keep him at home, most probably give him a bad one. Then suppose the recruit to deny the accuracy of their statement, and to point out the motive from which it has been made—what is the officer to do? Is he to enter into a proof which of the assertions is the most correct—and how is the recruit to be supported during this hopeful discussion?

Really it is quite refreshing to one's feelings in this age of iron to behold the primitive simplicity wherewith many of our legislators talk of the propriety of enlisting none but men of character! What an interesting ignorance of the wiles and tricks of this wicked world do the projects of these warm-hearted zealots display, and what a pity their schemes were not broached in days of Arcadian simplicity, instead of having to buffet with the sons of Belial in the nineteenth century!

So much for improvements which cannot be effected; let us now refer to those which are really practicable.

One of the first of these is to let the decision of the District Surgeon on the physical capabilities of a recruit *be final.* When thus relieved from the disagreeable prospect of having that decision reversed by his inferiors, he will no longer be under the necessity of exercising that extreme degree of fastidiousness which has prevailed of late years, to the exclusion of many thousand excellent recruits from the Service. Thus will the number of rejections, both on primary and secondary inspection, be considerably lessened, and the heavy expense incurred by the public for the latter, and by recruiting-parties for the former, be materially reduced; the temptation to fraud on the part of recruits wishing to obtain their discharge will be removed, and depôts will have the guarantee of an old and experienced officer for the eligibility of those received into their ranks, instead of an Assistant-Surgeon, just emerging from boyhood, and who perhaps never saw half a dozen recruits in his life. The system, as it stands at present, is a complete anomaly in military legislation, a bar to the success of the recruiting service inducement to fraud; while, by its direct and

indirect operation, it greatly increases the annual expenses of recruiting the Army. We hope it will do so no longer.

Were this important change once carried into effect, a considerable reduction might be made in the expenses of recruiting, and its efficiency at the same time materially improved by such an increase in the number of District Surgeons, as would admit of the greater part of the recruits enlisted at the out-stations being examined by them. It must certainly be admitted that the civil surgeons at present employed for that purpose are by no means likely to be the best judges of the capabilities of recruits, and, therefore, there is always likely to be a large proportion of those they pass rejected on re-inspection. Were the loss thus incurred by the public carefully analyzed, we have little doubt that, together with the sums paid for the inspection, and occasionally for medical attendance to such of the parties as may require it, the total would be sufficient to cover the difference between half and full-pay to at least a dozen additional District Surgeons, who might be so stationed throughout the country as in a great measure, if not entirely, to obviate the employment of private practitioners. Were the decision of these Surgeons then made final, as it ought to be, all the heavy contingent expenses at present chargeable to the recruiting service would at once be got rid of, and the only cost to the public would be the levy-money and bounty.

The present regulations in regard to height tend materially to prevent the enlistment of those smart active youths who generally turn out the best soldiers. We can easily illustrate this by referring to the mean height of man at different ages, as established by the experiments of M. Quetelet:—

Age.	Mean Stature.
17	5 ft. 4½ in.
18	5 5¼
20	5 5¾
25	5 6⅛

So that the youth enlisted at 17, measuring only 5 ft. 4$\frac{1}{5}$ in., will, by the time he has attained his full growth, be taller than a man enlisted at 25, measuring 5 ft. 6 in. Now, of the recruits enlisted for our Army, by far the greater majority are about, or a little above, 18; not one in ten has attained the age of 21; and not one in twenty that of 25; so that for young men the standard is certainly too high. The consequence of this is, that most of the recruits are thin, lathy lads, who have exceeded the usual growth, and in whom the seeds of pulmonary diseases become rapidly developed; while the well-knit, muscular portion of our youth, who would be likely to prove more healthy, and, ultimately, as tall soldiers, are rejected for not having reached a height which it is out of the question to expect in persons of their age, and which, indeed, it is fortunate for their constitutions they have not attained. A reduction of three-quarters, or even half an inch, in favour of those who are obviously still growing lads, and under 19, would, we are convinced, add several thousand young men annually to our ranks, and that, too, of a much more efficient class than can possibly be enlisted under the present regulations.

But of all the improvements which can be effected in recruiting,

none would tend more to elevate the character of the Army, and facilitate the procuring of a better class of recruits, than the abolition of the system of enlistment for life. This we hold to be the very plague-spot in our profession—the upas-tree which blights and withers every germ of improvement; it is the last relic of an age of barbarism—a system alike hateful to the soldier, repulsive to the recruit, and expensive, enormously expensive, to the public. In launching forth these anathemas against what yet forms part of our military legislation, we are luckily not without support. Let those who wish to inform themselves that it is not our opinion alone, but that of many others much better qualified to judge on the subject, peruse the evidence before the late Committee on Military Punishments, in regard to the relative conduct of the class of men enlisted for limited service and for life, and it will, no doubt, excite surprise how the present system could possibly have been tolerated another day in our Service. It will afford rather an interesting contrast for future historians, that at the very time when our Legislature, in their zeal for freedom, rather sacrificed twenty millions sterling than they would permit the extension of the Negro apprenticeship for a few years longer, they continued to sanction a practice by which, in their own country, any unthinking boy, at an age when he was legally incapable of conveying even the smallest portion of his property, might sell his services for life—and that, too, for the paltry sum of only ten shillings in cash!

We trust our military readers will forgive the comparison which places for a moment the servants of our Royal Mistress on a par with the bondsmen of the West; but the contrast is necessary to show that, if the blessing of prospective freedom be deemed the best means of converting the negro into a faithful subject and an industrious servant, the operation of the same principle will be no less likely to make a willing, obedient, and well-conducted soldier.

With those who are capable of reflection, there certainly can be no greater bar to enlistment than the idea that their obligation must be for life, nor any greater inducement to it than to find they can indulge the adventurous propensities of youth by a course of foreign service, and yet have the prospect, if they feel inclined, of returning to civil life at an age when they are able to earn a livelihood, and with a constitution not yet broken down by the hardships of their profession. We know not on what grounds so admirable a mode of recruiting has been discontinued, especially during peace, when there could be no difficulty in replacing men whose service had expired by recruits who in a few months would be equally effective for all the duties required of them.

The tendency of enlistment for life to deprive the Army of a numerous, and probably the best class of recruits, is easily shown by reference to the relative numbers enlisted for life and limited service in 1814, being the only year of which we are able to furnish the details:—

	Recruits Enlisted	
	For Life.	For Limited Service.
English . .	1670	687
Scotch . .	236	84
Irish . .	565	1
Total . .	2471	772

Thus among the better-educated and reflecting portion of our population, of whom the English and Scotch recruits are comprised, nearly two-fifths of those enlisted in that year were for limited service; and yet at the very time when by general acclamation the necessity of obtaining a better class of men is insisted on, the most effectual bar is thrown in the way of procuring them by making the obligation of service perpetual.

The advantage of limited service in a financial point of view will be readily comprehended. The recruit who supplies the place of the soldier who has served seven years enters on 1*d.* per day less pay, which for that period is saved to the public; and before he can attain his pension he has to serve twenty-one years at least, whereas the other had to serve only fourteen: the difference in the value of these, taking all the risks of a soldier's life into view, is equivalent to about 40*l.*, as will be seen by reference to some very elaborate calculations on the value of pensions, published in this Journal in January, 1835.

If the nature of our colonial service will not readily admit of so short a period as seven years, let ten be substituted—let it, in fact, be for any period but for life. As Solomon sagely remarks—"There is a time for all things;" and there is a time during the hey-day of life, ere the mind is disturbed by care or thought of the future, when the show and glitter of our profession, the spirit of adventure which it fosters, and the foreign scenes to which it leads, all combine to captivate the youthful mind and lighten the dangers and difficulties which attend a military career. This is the time to avail ourselves of the general predilection of our youth for the Army—for then both heart and soul of the soldier are bound up in his profession. But there is also a time, and come it must, when the genial current of the blood flows more smoothly—when calm reflection begins to open up the dim vista of the future—new countries lose their novelty, new scenes their charms, and the gay tinselling of the profession its lustre. It is then the soldier begins to long for the placid quiet of civil life, in which, ere his constitution has been unfitted for daily labour, he can exchange the sword for the profession of his forefathers—marry, without subjecting his wife to the license of the camp—and become the father of children, without seeing them sink into an early grave—instead of continuing to render a few years more of unwilling and inefficient service, vainly striving to drown his regrets in the revels of intemperance, and serving as a beacon to warn parents against indulging the youthful inclination of their sons for the Army, lest it should involve them in a similar career.

A BIT OF ASTRONOMICAL NEWS.

"The heavens declare the glory of God, and the firmament showeth his handiwork.'

THE members of the United Service have been too intent on the phenomena of the most surpassing and sublime of all the sciences, not to have given the lofty contemplation of astronomy their serious attention. It is almost universally known that this noble pursuit regulates the times, seasons, and proportionate parts of the year—that by its aid we find the form, mass, and magnitude of the planetary bodies—the figure and geographical details of our own globe, with a standard for its weights and measures—and that Navigation owns it as her great and only accurate guide in conducting ships over the trackless ocean. Independent, however, of such extensive mechanical uses, the department of Urania is entitled to the strict regard of the educated classes, as furnishing the most exquisite proof of what the human intellect is capable. By it the mind is elevated to the consideration of orbs and objects which are undeniably the most conspicuous, the most beautiful, and the most important that can engage and engross its powers. In a word, to astronomy are unveiled spaces and magnitudes of infinite extent, motions and forms of splendid grandeur, and order and harmony of unspeakable sublimity. The philosopher, baffled with speculation on viewing the endless variety of divine effects, applies with awe and wonder to the investigation of what is reducible to certainty, in order the better to estimate the miraculous appropriateness of each of the myriads of parts which constitute the stupendous and inconceivable whole; and man is the more favoured by his beneficent Maker, in being permitted to attain and enjoy this gleam of heavenly glory.

In examining the celestial bodies, many of those stars which appear single to the naked eye, when tested under the telescope, are found to consist of two or more stars, which are termed double, triple, quadruple, or multiple, according to the number of individuals that the group consists of. Thus α Geminorum, or Castor, which is cited by the Greek and Arabian observers as single, under sufficient optical power proves to be a beautiful pair of stars of the third and fourth magnitudes; ξ Ursæ Majoris, or Mizar, the zenith point of Paris, was long observed before its *duplicity* was suspected; and ϵ Lyræ, which to the unassisted vision seems an elongated star, under telescopic treatment is found to be a double-double star. Of the first, or *double* class, ζ Aquarii, 36 Andromedæ, ω Leonis, λ Ophiuchi, and π Aquilæ, may be instanced as fine specimens; of the *triple*, ζ Cancri, 11 Monocerotis, 12 Lyncis, ξ Libræ, and ψ Cassiopeiæ; of *quadruple*, π^2 Canis Majoris, β Lyræ, and 8 Lacertæ; and of the *multiple* order, β Capricorni, σ Orionis, and β Equulei. It must be recollected, however, that two stars may have the appearance of a double star without forming a binary system, when the one is situated at an immense distance behind the other, but a little on one side of the line in which we see the first. They are in this case out of the reach of each other's attraction, though apparently contiguous, and are, therefore, called *Optical*, in contradistinction to the *Physical*, or such [illegible] nearly similar in size and distance.

A few of these objects had been observed by different astronomers, but very little exact notice was taken of them; and so lately as 1754, when Sir John Hill published his Astronomical Dictionary, the word "double-star" did not obtain a place. At length Sir William Herschel, among other great and as yet unparalleled labours, directed his continuous attention to them, and added more largely to our sidereal knowledge than any individual of his own, or, indeed, any other age:—

> "So late descried by Herschel's piercing sight,
> Hang the bright squadrons of the twinkling Night:
> Ten thousand marshall'd stars, in silver zone,
> Effuse their blended lustres round her throne;
> Suns call to suns, in lucid clouds conspire,
> And light exterior skies with golden fire."

He was induced to apply himself particularly to these objects, in the hope that by observing them from opposite parts of our orbit, a suggestion of Galileo's might be realised, and the parallax of the nearest star detected. This very ingenious method of obtaining a desideratum has not hitherto succeeded, but in attempting it there followed a most important result, one which vies in interest with the discovery of Saturn's satellites and ring—the progressive motion of light—the revolution of planets on their axes—the phases of Venus and Mercury—and the general laws of motion. It was found that, in general, when stars of nearly equal proportions appear very contiguous, they are so dependent upon each other as to be kept together by their mutual gravitation—that the smaller one moves round the larger, or, to speak mathematically, that they revolve about their common centre of gravity in circles, or in similar ellipses, the dimensions of their orbits being proportional to their relative quantities of matter. This splendid conclusion was not founded merely on probabilities. From a series of observations at elapsed intervals of time, the great præses of observers detected the fact, that several of the double-stars had actually changed their situations with regard to each other—the revolutionary motion of some being direct, while that of others was retrograde. Thus he discovered that Castor was running against the order of the signs at the rate of nearly a degree per annum—ε Boötis was revolving according to that order at about half a degree—and ζ Herculis, which he saw composed of two fine stars in July, 1782, appeared single twenty years afterwards, the one sun being occulted by the other.

This last phenomenon, with a similar one of δ Cygni, besides the singular nature of the transit or occultation, opened another view, since it was obviously a consequence of the line of junction of the two stars passing through the earth's orbit, which at that enormous distance is a mere point; in other words, the sidereal orbit was in the plane of our eye, for in instances of orbital verticality we can see both the revolving suns through the whole of their revolution. To meet the objection which might be started on a first glance, as to the degree of obliquity in which the distance is measured interfering with the deductions for the real orbit, we may state that it hampers the projection in no way that is unprovided for. Indeed, where the distance is so minute as to render the measures of them difficult and inaccurate, by assuming gravitation, the orbit may be determined by means of the angles of position and the corresponding times of observation, independently of the distance.

With these elements a curve is graphically constructed, the tangential intervals of which will furnish the radii-vectores on the known law of the apparent distances being equal to the square roots of the apparent angular velocities. Either star may be assumed as the fixed one, the relative curve being the same for both. Astronomical observations generally show the movement of one merely with regard to the other, for, if we only collect the elements of a *relative motion*, the orbit thence deduced can only be relative; that is, the curve which the lesser star would appear to describe to an observer placed in the larger, and fancying himself at rest. Nor is more done in determining the orbits of our own planets, for we refer their position to the sun without regarding whether he has a proper motion.

We may here allude to a striking instance of the utility of the doctrine of probabilities, when founded on inductive knowledge. So far back as 1767, the Rev. John Michell presented the Royal Society with his inquiry into the probable parallax and magnitude of the fixed stars, estimated from the quantity of light which they afford us, and their particular circumstances of situation. In this document, the probabilities that no six stars in the whole heavens of equal splendour to the faintest of the six bright Pleiades would be within so small a distance from each other, are submitted to computation—and the resulting odds are about 500,000 to 1. Extending the same argument to the smaller clusters—as that in the hilt of Perseus's Sword, or the Præsepe—the examples become still more conclusive. The author, therefore, predicts that one star may be found to go round another, and boldly pronounces that the Pleiades are not independent of each other. Having cited his analogies, he says—"We may hence, therefore, with the highest probability conclude (the odds against the contrary opinion being many million millions to one) that the stars are really collected together in clusters in some places, where they form a kind of systems, whilst in other places there are few or none of them, to whatever cause this may be owing, whether to their mutual gravitation, or to some other law or appointment of the Creator. And the natural conclusion from hence is, that it is highly probable in particular, and next to a certainty in general, that such double-stars, &c., as appear to consist of two or more stars placed very near together, do really consist of stars placed near together, and under the influence of some general law, whenever the probability is very great, that there would not have been any such stars so near together, if all those, that are not less bright than themselves, had been scattered at random through the whole heavens."

Such were the lucid speculations of genius and talent; and the ingenious Anticipator lived to see his predictions verified by the surprising exertions of Herschel the Elder.

The grand discovery of the existence of binary sidereal combinations revolving round their common centre of gravity, was, at first, received with indifference or incredulity; while a still worse spirit was manifested by one of the Professors of Astronomy at the University of Cambridge, who was wont to cool the young and zealous hands by dilating upon the absurdity of drawing deductions from "viewing space through a highly-magnified medium,"—a phrase which became habitual in his denunciations of the new celestial views—*Magna est Veritas, et prævalebit.* The attention of various active astronomers was at last aroused,

the means of examination were improved, and measurements remarkable for their skill and accuracy were taken. In the comparisons which necessarily ensued, it was found that some most extraordinary changes in the binary and ternary systems had taken place. That beautiful object, η Coronæ Borealis, had completed an entire revolution since Herschel first determined its angle of position, and is well advanced in a second rotation. It appeared that r Serpentis, which Sir William had seen with a companion notably distant from it, so completely in one that the most powerful telescope cannot expose its duplicity; that the primary of ζ Orionis had become double, with its two small suns revolving around it; that in ψ Cassiopeiæ the two small stars probably revolve about each other, and then the two together round the large one; that the colours and magnitudes of some had undergone unaccountable changes; and that η Coronæ, ζ Cancri, ξ Ursæ Majoris, and 70 Ophiuchi, revolved round their common centres of gravity with a motion so rapid, as to admit of the angular changes being measured from month to month!

Results of this moment could not fail to open the high road to discussion; and to M. Savary must be ascribed the merit of having first determined the elliptical elements of the path of a binary star from observation, in the treatment of which, he announced the elegant geometrical property of four consecutive chords of an elliptic arc. In January, 1832, Sir John Herschel, the illustrious son of an illustrious father, published a singularly interesting investigation of the orbits of some of the revolvers, in which, dismissing the parade and mist of metaphysical rhapsody, he has submitted rules so simply clear and geometrical as to be of general use. The subject-matter was, therefore, quickly called into action, and among other novel announcements by the present active Superintendent, the Nautical Almanac for 1835 exhibited the ephemerides of ξ Boötis and γ Virginis, under elements deduced from Sir John's valuable treatise. The algebraic formulæ by which these complicated motions are unravelled, rest on Newton's hypothesis that the large and small star attract each other in an inverse ratio of their distance; and the computed orbits being proved by observation to obey the laws of Kepler and approximate towards correctness, shows that the sublime principle of gravitation extends into infinite space, and goes far to decide that its principle pervades the whole universe. This is a grand step! Who knows but it may be followed by obtaining the long-sought and ardently-desired parallax of the stellar host, and, with their distance from the earth, the facility acquired of weighing the masses of those whose relative movements become known?

But avast! The subject is running away with us—a few preliminary words are perhaps necessary to some of our readers to apprise them of the premises of the binary systems, but it is unnecessary to rowce them out by the fathom. Proceed we, therefore, to our "Bit of News."

By the kind attention of its distinguished author, Professor Struve, we have just received a most extensive series of micrometrical measurements of double-stars, as observed in the Imperial Observatory at Dorpat; and as this important work must constitute an epoch towards the future progress of astrognosis, we consider it to demand a particular mention. It consists of a large folio volume, with a luminous Latin

introduction of 180 pages, details of the observations in 332 pages, and a copious index: it was printed at the expense of the Academy of Sciences at Petersburg, in the current year 1837, and is dedicated to the Emperor Nicholas, under the title—"*Stellarum Duplicium et Multiplicium mensuræ micrometricæ.*" A glance over the introductory matter will explain its contents and value.

On the appointment of M. Struve to the conduct of the Dorpat Observatory, in 1813, he found a transit instrument of 8 feet focal length, and 4½ inches aperture, by Dollond—and a portable telescope 5 feet long, with an object-glass of 3½ inches, which the author ascribes to Troughton; but as that artist only *fitted* telescopes, the optical portion was probably by Dollond or Tulley. The transit showed many stars with *Comes*, which even Herschel had pronounced to be of difficult definition. The portable instrument was provided with a position micrometer, but had no means of measuring distances, and was in want of a parallactic mounting. Even with these imperfect means he worked very assiduously, and made some important remarks on the motions of α Geminorum, η Cassiopeiæ, 70 Ophiuchi, and ξ Ursæ Majoris. In 1820, he formed a catalogue of 795 double-stars, with their approximate places, of which 500 were within 32″ of each other. Some of these were Herschel's—some Lalande's—and the rest his own. It must be observed that in this, as well as in his succeeding operations, he divides the stars only into twelve magnitudes, including from Sirius to the *mininum visibile*.

Such ardour fortunately met with due encouragement, and, in 1824, one of the most powerful instruments with which the heavens had ever been attacked was placed in his hands by the munificence of his sovereign. It consists of a gigantic refracting telescope with its equatorial mounting, and a clock-work motion which gives the effect of observing in an immovable sky. The object-glass—justly esteemed the *chef d'œuvre* of the celebrated Fraunhofer—is 9·43 inches in diameter, with a focal length of about 14 feet; and every part—tube, eye-pieces, micrometers, and frame-work, in most admirable adaptation to its purpose. It was, in fact, the most perfect optical instrument then in existence—whether for capacity, convenience, or the variety of its applications. "I stood astonished," said Struve, in a letter to that promoter of science, Mr. Francis Baily,—"I stood astonished before this noble instrument, undetermined which to admire most, the beauty and elegance of the workmanship in its most minute parts, the propriety of its construction, the ingenious mechanism for moving it, or the incomparable optical power of the telescope, and the precision with which objects are defined."

Armed with such ample means, M. Struve resolved on making an inspection of all the stars from the first to the eighth magnitude, which were visible between the North Pole and the 15th degree of south declination. This was a difficult enterprise, and one well worthy of his instrument; and such was his assiduity, that in two years he reviewed and examined about 120,000 stars in the specified space. Among these he found 3112 close objects, within 32″, of which 340 were on Herschel's list, and 447 in his own previous catalogue.

Having received a meridian circle by Reichenbach in 1822, the diligent Astronomer began observing the places of his double-stars in

right ascension and declination, and continued the operations till 1826, when he assigned that department to his assistant, M. Preuss. The 3000 stars above alluded to required each to be taken twice in both positions of the instrument, of which 12,000 observations about 10,000 were already made by February, 1837: but several years of calculation will still be requisite to deduce from these raw materials the mean apparent places, and then reduce them to one epoch. In consequence of this, the present Catalogue gives only the result of micrometric measurements of distance and angular position, but with positions sufficiently approximative for identifying the objects.

The book before us is therefore to be considered in relation to the progress of stellar combinations only, and as the fruit of twenty-three years' close application to that department, eleven of which were with imperfect instruments. Since the publication of Struve's catalogue of 3112 stars, various rejections and additions have taken place, so that the total now given to the public is 2710. To these are appended, in a separate list, the positions and distances of 405 stars observed with the inferior means, trusting their anterior date may compensate in interest for their not being so precise as the later observations. It is, indeed, one of the peculiarities of celestial registers, that they become valuable by the lapse of time, and some only by the lapse of centuries, when they refer to bodies of very slow motion. Herschel the First, the founder of this branch of sidereal astronomy, now gives us a basis of 35 and of 55 years standing.

M. Struve has placed the general results which he has endeavoured to draw from his observations, in the Introduction to the work; the particular ones in the body.

The Introduction is divided into fifteen chapters, in which the experiments tried during twelve years relative to the great telescope, will be useful to those who may acquire a similar instrument. It was desirable to submit the micrometric measurements to the severest examination, and no fewer than 10,000 angles of position and 10,000 distances were compared. The probable error in the mean of three measures of very close brilliant stars is said to be $\frac{1}{100}$ of a second in distance, and only $\frac{1}{10}$, or $\frac{2}{10}$ in position; and much the same in more distant stars. The fainter companions are of course more difficult, and the error may amount to $\frac{1}{10}$, but seldom to $\frac{2}{10}$. This extraordinary precision is due to the excellence of the telescope and the perfection of the clock motion, which keeps the star as it were fixed. By applying a power of 1000, he can appreciate $\frac{1}{100}$ of a second; and for the small errors that exist, otherwise unaccountable, he blames the atmosphere.

The amount of labour undertaken by the Professor, will be better understood by a few words as to the number of observations necessary, and the time afforded by the average state of the weather. Observing each star only three different days, required upwards of 8000 measurements in position and distance, but many objects among them demanded annual operations: thus 70 Ophiuchi was measured 54 times, ξ Ursæ Majoris 38, and γ Virginis 46 times—making altogether 11050 measurements. There are about 120 fine nights in the year, and, including the evening hours, the average of stars observed in each night was 25. An apparently fine night, however, is not always favourable for these duties; so that if a power of 300 cannot be used,

it is better not to measure at all; and as for the more difficult tests, Struve used a power magnifying 1000 times, or thereabouts; the constancy of application may be readily gauged. In the earlier years he accomplished less, having been a good deal occupied with sweeping the heavens, and measuring an arc of the meridian.

The most difficult research undertaken was that to ascertain whether any constant error pervaded the observations. The perfect accordance as to angular position, whether measured on the Continent or in England, satisfied the Astronomer that no doubt can be entertained of their general correctness, for, in a letter to M. D'Ouvaroff, he says they prove "*clairement qu'il ne se trouve dans ces directions aucune source d'erreur de cette nature et de quelque importance.*" It is otherwise with respect to distances, since the parallax of the spider-lines, or what he calls the "optical illusion," seems to oppose a difficulty proportionate to the deficiency of power. On comparing the results obtained by the refractor of Fraunhofer, with his own former observations, and those of Sir J. Herschel, Sir James South, and the Rev. Mr. Dawes, he found the great telescope made the measures smaller than the others. He therefore very carefully determined the mean differences between the results of his new series, and those which had been furnished by Dollond's transit-instrument at Dorpat; from whence he shows that the variations are precisely what they should be, owing to an inevitable disturbing cause in observing the transit of double-stars over wires. He then proceeds to prove that this error is not insurmountable; and as the more recent measures in England agree best with those of the Fraunhofer, he concludes that a better method has been lately adopted in this country. He insists that the wire micrometer, by an optical perturbation, must necessarily give all the distances too great, especially with regard to the closest stars; and the evil is aggravated according to the comparative weakness of the telescope. On the whole he concludes that, as the best foreign measures of distance approximate to those taken by himself, and his being somewhat the smallest, there is double reason for considering his as the most exact, though perhaps not actually correct; for if the same disturbing cause acts also in the Fraunhofer telescope, although from its superior optical power it must feel it less sensibly, even those measures are rather liable to be too large than too small.

Such is the Professor's reasoning upon a point which constitutes the greatest difficulty of these observations; but his whole argument will hardly be allowed him. Sir John Herschel, in discussing the orbital elements of γ Virginis, found that the Dorpat measures fell short of the calculation, and remarked that "there is strong reason to believe that M. Struve's measures of distance with the great refractor, at least his earlier ones, are too small." Again, in comparing the formulæ and elements for that rapid revolver 70 Ophiuchi * with observations, he

* To facilitate the numerical calculations of this and other orbits, for which Sir John professes a great inaptitude, he invented and adopted a mechanical contrivance, which gives, by simple inspection and reading off, the solution of the transcendental equation—

$$u - e \cdot \sin u = n\,(t - \tau)$$

for any given value of its right-hand member. We were much amused by an inspection of this machine at Slough, shortly after it was made, for it was both simple and

found the only irreconcilable contradiction to the curve was offered by the results of the Dorpat Astronomer in 1818, 1819, 1825, 1826, 1827, and 1828. On which he says—"I have already had occasion to observe on the smallness of some of this eminent observer's distances as compared with my own. Whatever be the cause, whether accidental and limited to the particular cases, or general and extending over masses of observation, I trust he will pardon me for noticing it (in no spirit of evil cavil), as deserving careful examination on both our parts." Such was the temperate yet strong comment of one who justly takes the highest rank in practical and theoretic astronomy; and who, to our personal knowledge, took every pains to reap the utmost value of all the observations which presented, during his analytical treatment to disentangle the quæsita from the data.

It must be confessed, however, that M. Struve has displayed a very laudable anxiety upon this point, and we will give his account of another comparison in his own words—or at least a translation of his own words—as submitted in his report to M. D'Ouvaroff. "In 1830," he says, "I agreed with M. Bessel, of Königsberg, to observe several stars in common. He has a magnificent heliometer, which forms the ornament of that observatory. The principle on which measures are taken with that instrument is totally different from that of the wire micrometer. The identity of distances given by the two observers would have been an irrefragable proof of their correctness; but a comparison of the distances of 39 stars, taken by both, shows that those of Dorpat are, on an average, 0″.19 smaller than those of Königsberg. If I can assert with certainty that the Dorpat telescope is so superior in measuring distances that the non-accordance of results indicates an imperfection in the anterior measures; we must also grant that the Königsberg heliometer, though of considerably less optical power to the Dorpat tube, must still be placed in the same rank as a means of measuring. Observations made with such an instrument, and by such an astronomer as M. Bessel, are of the greatest weight. Consequently, if there exist a difference, however small, and which, as I have shown, follows a certain rule, there still must be a hidden source of error somewhere. I was therefore obliged again to submit my measures to an examination, which I have executed, I trust, in a way to dissipate all doubt. I made some white spots on a dark ground, thus forming artificial double-stars; the linear distance between which, and from them to the telescope, determined the real value of the angular distances measured with the micrometer. I have deduced the errors of the observations of the comparison of distances taken, with those which were calculated afterwards. These researches, which require considerable time and trouble, having been applied to 16 pairs of artificial stars placed at unequal distances, and the individual stars of which were some equal and some unequal in size, gave the following satisfactory result: the distances of 1″ to 16″ measured at Dorpat were all exact, for the mean correction does not exceed $\frac{1}{17}$ of a second negatively; and therefore is not positive, as seemed to be demanded by the operations at Königs-

rude, apparently constructed from the ruins of a Dutch clock and a kitchen jack. With proper practical modifications, it applies to a large class of transcendental equations, of which this is only a particular, and the simplest case.

M. Struve has paid a strict attention to it. By his observations it is seen that, besides the white, there exist stars of every shade of the prism; and that when the principal body is not white, it approaches the red side of the spectrum, whilst the satellite offers the bluish of the opposite extreme. Yet this apparent law is not without exception in the Catalogue before us; on the contrary, the most general case is, that the two stars are of the same colour, as will be seen in the following summary, wherein he finds among 596 brilliant double-stars :—

375 pairs of the same colour and same intensity.
101 pairs of the same colour, but different intensity.
120 pairs of totally different colours.

Amongst those of the same colour, the white are the most numerous; and of 476 specimens of that species, he found—

295 pairs, both white.
118 pairs of yellowish, or reddish.
63 pairs with both bluish.

The number of red, or reddish, stars is double those of the bluish tinge; and those of the white stars is twice and a half greater than the red ones. Of the combinations of a blue companion with a coloured primary, it appears that it happens—

53 times, with a white principal star.
52 times with a light yellow.
52 times with yellow or red.
16 times with a green.

Professor Struve found, what we also have experienced, that Sir William Herschel saw most objects of a redder tinge than they seem to prove. This may be owing to the effect of his metal mirror, or to some peculiarity of vision, or perhaps both. We know there are many examples of very sharp eyes being unable to distinguish colours, of whom may be instanced the late Duke of Marlborough, who was an excellent astronomer, and possessed a good sight in other respects. There are others who have the defect on particular colours only, as our estimable countryman, the scientific Dalton, who, though profound in the theory of light and colours, cannot discriminate between scarlet and brown.

The colours of stars require still closer observation before any correct deductions can be drawn. The ancients spoke only of white or red stars, classing among the latter Arcturus, Aldebaran, Pollux, Antares, and Betelgeux, which also appear red to us: but they added Sirius, the *rubra canicula* of the poets, and which, though expressly declared red both by Ptolemy and Seneca, is now decidedly white, and brilliantly white too. This instance affords strong presumption that these colours undergo changes; and there are two remarkable examples of a recent date in γ Leonis and γ Delphini, which at Sir William Herschel's time of observing them must have been perfectly white, though now the first pair is a golden yellow and reddish green; and the second pair, a bright yellow and bluish green. Blue stars are of modern introduction, since they are first mentioned by Mariotte in 1686, who supposes they owe that colour to their being fainter, and free from exhalations. Dunlop, in the catalogue of 1828, made at Paramatta, in Sir Thomas Brisbane's observatory, mentions a large group of stars [illegible] iduals of which are blue—also a bluish nebulosity; b[illegible] uch object in the northern hemisphere. Nor is it le[illegible] this infinite variety of tints,

although single red stars are frequently met with, there is not an instance of a solitary green, purple, blue, or violet-coloured one being found: and among other singularities, the absence of the principal prismatic shades during the phases of the variable stars, is a striking phenomenon, whence may be deduced important conclusions respecting the velocity of different coloured rays.

M. Struve has also undertaken the task of separating the physical from the optical double-stars, and a bearing is thereby given to the awkward quantity called "proper motion," a branch which has lately been much extended and improved by M. Argelander, of Abo, and Mr. Francis Baily. Among the 653 double-stars of all the 8 classes, there are only 48 that are probably optically double: the very close ones are all physical. The same rules are applicable to the triple and multiple stars. Out of 27 of these objects, of from 32″ to 7′ apart, Argelander's labours show 13 to be physical, 9 optical, and 5 doubtful. The most remarkable among those detected to be optically double are:—

α Lyræ . .	1 and 10 mags.	43″	distant.
α Aquilæ .	1·2 and 10 ,,	150	,,
α Tauri . .	1 and 11 ,,	120	,,
β Geminorum .	2 and 11 ,,	210	,,

The notion of *fixed* stars is daily becoming more unfixed, for though many errors arising from a comparison of good observations with indifferent ones, taken with imperfect instruments, were assigned to the quantity called "proper motion," it is now abundantly proved that many systems are in such a state of translation towards some unknown point in the firmament, that all the constellations will be thereby confounded. Indeed, Sir William Herschel conceived that, among many irregularities, the stars have a general tendency to the part opposite ζ Herculis, which he attributed to a motion of our solar system in the contrary direction. Among other proofs of movement, is, that all the physical double-stars carry their satellite with them, though some of them are upwards of 70″ or 80″ apart. An instance of 4″ of proper motion is afforded in 40 Eridani, and η Cassiopeiæ has 3″·74 annually. The two stars of 61 Cygni, which are of the 5½ and 6th magnitudes, and about 15″ asunder, show the largest amount of proper motion yet established, moving round their common centre of gravity, in an apparent rectilinear path of + 0°·73 in a year; whilst other stars in the neighbourhood do not appear to be affected with any proper motion at all. Still more remarkable is the case of 36 Ophiuchi and 30 Scorpii, which, though 13 minutes distant from each other, and apparently without relative revolving motion, are evidently journeying together through free space, and leaving the neighbouring stars behind; excepting those which make 30 Scorpii quadruple, and perhaps a minute star nearly mid-way between them, which was first detected at Bedford.

Messrs. Arago and Mathieu attended very particularly to 61 Cygni, in August and September, 1812; when the proper motion being found to amount to 5″ annually, indicates that it travels 40 millions of millions of leagues in a year! All this, however, is based on the supposition that the observations are perfectly correct; but the lapse of six months, and the change of season, may easily lead to some slight change in the

telescope, and the important quantity of a single second would be but the breadth of a spider's thread on the graduated circle of any instrument.

This conducts us to that important desideratum, the parallax of the stars, which has hitherto only taught us that 61 Cygni is at least 412 times farther from us than the sun. It has been considered that the double systems may ultimately lead to the determination of this point, but the case is fraught with difficulties apparently insurmountable; for the parallaxes hitherto assigned become proportionally less as the means of observation improve. From the insensibility of the annual parallax, the objects chosen should be 3′ or 4′ apart, and then the distance from the earth will be attainable only if it does not exceed such as light may traverse in 30 years,—or 75,686,400,000,000 leagues! M. Struve, finding the brilliant α Lyræ the best adapted for his high northern station, observed it very closely during seventeen days of July 1836, and, by means of 34 equations on the least squares, obtained a resulting parallax of 0″·125, subject to the probable error of 0″·055. This important deduction shows the error into which Piazzi, Calandrelli, and Brinkley had fallen, in assigning to this star a parallax of several seconds. The computations of Struve yield to α Lyræ the distance of 1½ million times our own distance from the sun; while those of the Bishop of Cloyne estimate the same space only at 20 billions of miles. Until other parallaxes are obtained, we may proceed by analogy, from the Dorpat observations, and infer that the stars of the first magnitude are, in general, about 2 millions of our solar distance from us—those of the 6th magnitude, 16 millions; those of the 8th magnitude, 60 millions; and those of the 12th, or smallest visible in the Fraunhofer tube, 640 millions, or 60,800,000,000,000,000 miles!

The Professor, on making comparison of his own with Sir William Herschel's observations, shows that there are 58 double-stars undoubtedly revolving, 39 probably so, and 66 suspected of being so. Among the 58 we find 48 that are unquestionably connected, and the closest being under the influence of the strongest attraction, revolve the fastest. Savary, Encke, Herschel II., and Mädler, have successfully computed the orbits of several double-stars on the basis of the Keplerian laws: by these computations the period of four of these objects is satisfactorily established, and that of several others approximatively. These are the known systems, in round numbers:—

η Coronæ	43	years period.
ζ Cancri	56	,, ,,
ξ Ursæ Majoris	60	,, ,,
70 Ophiuci	80	,, ,,
σ Coronæ	200	,, ,
α Geminorum	215	,, ,,
γ Virginis	513	,, ,,

So that our planet Uranus is slower than some of these distant suns, whence, either they are closer, or their mass is greater than that of our sun.

Of the above orbital periods, that of ξ Ursæ Majoris is admitted to be the most rigorously determined; and did we but know that star's parallax, and thence its distance from the earth, we might decide on the linear extent of its orbit. From what has been advanced respecting stars of the [illegible]ude, it may be inferred that ξ Ursæ, which is of

the fourth magnitude, may be about $7\frac{1}{2}$ millions of solar distances from us. With this deduction, which, though hypothetical, is not arbitrary, the Geometer proceeds to view this binary system as united by attraction under masses equal to 117 and 42, which together are 159 times as large as our solar system; and if we can accord a density equal to that of the sun, the diameter of the two bodies will be $4\frac{8}{10}$ and $3\frac{1}{2}$ times greater than his. They move in an elliptic orbit, the one round the other, in $60\frac{1}{4}$ years, with an orbital inclination at the angle of 37° 45′ with the plane of our visual ray, and a mean separation of $83\frac{1}{4}$ of our distance from the sun. According to this hypothesis, the apparent diameters of these two stars are only $\frac{1}{400}''$ and $\frac{1}{560}''$; wherefore if we see them in our best telescopes, under an angle of half a second, the apparent enlargement must be attributed to the dispersion of light in the atmosphere, in the instrument, and in the eye.

Of the periods above cited, as the revolution of η Coronæ is the shortest, so its system is also the closest of the established binaries, the greatest distance between the two probably not exceeding one second. As many other double-stars, which have not received a rigorous examination, are still closer than η, the conclusion follows that their period is even shorter. Indeed indications of this have actually been observed, for it is not at all improbable that ζ Herculis revolves in 14 years, and 42 Comæ Berenicis in a still shorter time—a velocity exceeding the powers of imagination. Very excentric orbits sometimes show as much motion as stars with shorter periods, and lesser orbits.

From what we have thus addressed for the information of the young *savans* of the United Service, we trust the importance of M. Struve's labours will be seen and acknowledged; especially as his work must be the point of departure for all future sidereal investigations:

> "It has few faults, or I but few can spy;
> 'Tis near perfection, or near blindness I."

It may, however, distress him who labours with inferior means, to pore over accuracies which he cannot hope to reach; but he who diligently applies himself may always accomplish much good and acceptable work. He may not, it is true, be able to enjoy the returning duplicity of such severe tests as ζ Herculis, δ Cygni, τ Serpentis, and 42 Comæ Berenicis: but we can assure him that the majority of the binary objects are under the power of a five-feet refracting telescope; and we can aver to the truth of that aphorism of Herschel the Elder, which says,—"it should be remembered that when an object is once discovered by a superior power, an inferior one will suffice to see it afterwards." Now, though we are not so enthusiastic as to think with Anaxagoras, that "man was born to observe the heavens," we entertain a strong regard for those who do; and, therefore, beg to announce that, wherever such an instrument as we have mentioned is planted, there Urania expects to find an astronomical sentinel. The more such are spread, the greater the probability of many of the desiderata being fulfilled, for every present exertion forms but the rudiments of future knowledge, and continuous labour sometimes conquers where genius fails. That *lacunæ* of some interest may be thus filled up, we will show by a comparison of the observations undertaken to gain the superb ellipse of γ Virginis; in which it will be seen that Professor Struve lost an important moment of the orbit. The following are the angles

of position, on nearly parallel dates, and it should be noted that after 1834 the distances marked against our positions are mere estimations.

Bedford.			Dorpat.		
Epoch.	Position.	Distance.	Epoch.	Position.	Distance.
1831·38	77°,54′	1″·65	1831·38	79°·9	1″·33
1832·40	71,26	1·14	1832·40	74·3	1·25
1833·23	63,38	——	1833·22	66·2	1·14
1833·44	62,43	1·31	1833·43	64·0	1·07
1834·20	48,49	1·02	1834·34	52·0	0·95
1834·39	45,29	0·85	1834·39	51·5	0·93
1835·40	14,59	0·50	1835·41	16·4	0·50
1836·06	Round		No observations at Dorpat.		
1836·15	Round				
1836·25	Blotty				
1836·30	350,56	Elongated			
1836·39	348,39	Elongated	1836·40	336·1	0·26

These measures certainly exhibit greater discrepancies than would be expected from two good instruments; but the increased angular velocity which so excentric a star acquired, when gaining its periastre, and the closeness of its junction, rendered the operations extremely difficult: added to which the brightness of two such stars was sufficient to call forth that disadvantage, arising from the inflection of light, which the wire micrometer labours under, and which interferes in the exact contact between the line and the luminous body.

But it is not for coincidence of results that the above measures are put forth; it is to show the unfortunate lapse by which we were deprived of the evidence of the Dorpat telescope, at a time when, whether the real discs of the stars were over each other or not, an excellent 6-inch object glass, patiently worked under powers of from 240 to 1200 could only make the object round. When this phenomenon was announced, about the end of January 1836, the intelligence was received with less energy than such a case demanded, and none of the powerful refractors in this country were pointed at it in time. A letter, however, arrived from Sir John Herschel, addressed to Mr. Baily, wherein he mentioned his having observed the singleness of this star at the Cape of Good Hope. Under date of February 27th, that active astronomer says,—"γ Virginis, however, at this time, is to all appearance a single star. I have tormented it under favourable circumstances, with the highest powers I can apply to my telescopes, consistently with seeing a well-defined disc, till my patience has been exhausted—and that lately on several occasions, whenever the definition of the stars, generally in that quarter of the heavens, would allow of observing with any chance of success, but have not been able to procure any decisive symptom of its consisting of two individuals." To this decided confirmation of an unexpected phenomenon, Sir John incidentally adds that the recess of the stars can hardly be delayed more than a year: it will be seen that this anomalous position was changing in less than a quarter of a year.

We now take our leave of M. Struve's Catalogue, and we cannot but think, had Milton seen it, that sublime poet would have softened the passage with which he has unintentionally armed ignorance:

> ——— "He his fabric of the heavens
> Hath left to their disputes, perhaps to move
> His laughter at their quaint opinions wide."

REMARKS ON THE CORRESPONDENCE OF NAPOLEON DURING THE EARLY CAMPAIGNS IN ITALY.

The perusal of the Despatches of the Duke of Wellington naturally leads us to reflect how few public characters of any description could have ventured to authorize an unreserved publication of a series of thirty years' correspondence, ferreted out industriously from every public and private quarter, and containing opinions, instructions, and orders connected with most of the greatest events of our time. Many renowned characters have bequeathed the history of their own lives to posterity, with a candour which has added to their fame; but who shall pretend to say that the whole truth has been told by such autobiographers even as to actions themselves; as to the motives of those actions, how rarely is any man to be found who does not deceive himself under the excitement and anxieties of public life?

Those, again, whose lives are made known to the world by surviving friends and admirers, after death has removed them from the scene of their celebrity, are presented to us with a fidelity which, though intended to be sincere, is usually tinctured with the partiality of that friendship or admiration which excited the authors to the undertaking of their tasks. But there is a wide difference between a simple biographical narrative and the publication of the correspondence of a long and active life passed in various countries, and in every vicissitude of military life. In this there can be no reserve, no concealment,—nay, more, there can be no explanation. All must stand as it was found. The instructions hastily drawn up in the hut of the peasant, or by the fire of the bivouac, the proud tale of success, or the anxious statement of impending difficulty, all comes bare to the light. This severe ordeal has served but to enhance the reputation of the Duke of Wellington, whose correspondence will go down to posterity as a noble illustration and comment upon the vast extent to which true honesty of purpose and pure patriotism may promote the public good.

It is a remarkable coincidence, that the only other correspondence of this description which has appeared of late years, should be that of Napoleon, published at Paris in 1819. The contrast which it presents is most striking. Full of passages which display the military genius and general sagacity of Buonaparte, it is sullied throughout by that desperate ambition which made patriotism and the love of glory only the mask for ulterior objects.

The correspondence commences with Buonaparte's first assumption of the command of the army destined for the invasion of Italy, at Nice, in the spring of 1796. It comprises, besides his own despatches to the Directory, discussing both civil and military matters connected with that invasion, many of the instructions he received from the Directory, where Carnot at first, and afterwards Reveillere Lepaux, undertook the military department. It also contains the orders, reports, and letters which passed between Buonaparte and the officers under his orders; among whom the celebrated names of Masséna, Augereau, Marmont, Berthier, Serrurier, and Laharpe most frequently occur.

Some doubts were at first thrown upon the authenticity of this work, but many of the Generals, besides other inferior officers, who served

under Buonaparte in the early campaigns of Italy, are yet alive, and many more were, of course, living ten years ago, and yet in no instance has the truth of this very curious correspondence been disproved. In itself it certainly bears the strongest internal evidence of veracity, and it is no small corroboration of its authenticity, that the character of individuals, afterwards so celebrated, is displayed in this correspondence with perfect consistency. They write bitter complaints of each other, and represent their difficulties and the privations of their men in the most energetic manner, breathing curses upon the persons charged with contributions for their subsistence; indeed, more than one writes in utter despair to resign his command; but in not one instance is there even an implied reproach on the General in Chief, or a question of resistance to his authority. It seems to have been understood that to him alone no blame could attach, even at moments when ruin, destruction, and famine seemed to set at defiance all discipline and subordination.

As for the war itself, nothing can more forcibly display the amount of the moral injury inflicted on human nature by the French revolution than the execrable spirit in which the self-erected government of the French carried it on. It was a contamination which, commencing with the heads of the government, extended through all ranks of the nation. How far their elected General seconded that spirit is shown by his own pen, and by that of his officers. The Directory laid down a principle that, to what they called the liberty of France, all other liberty, personal or political, was to be sacrificed. As their army was sent forth in the cause of liberty, they declared the maintenance of that army must cost true patriots nothing. Those states of Italy which desired to shake off the Austrian Government they considered must pay for their liberation; those that had no desire of change they declared were friends of tyranny, and could not be too heavily taxed for the cause of liberty; either way the French army was to be supported by forced contributions, and by a system of public and private plunder, unheard of till then among civilized times and among civilized nations.

The general plan of the campaign prescribed by the Directory to Buonaparte was, to attack, in the first instance, the king of Sardinia, and throw back all his troops upon Turin, and there drive him, by a mixture of force and perfidy, to a truce, or rather to a submission.

With the Republic of Genoa, Buonaparte was told to temporize, until he had dislodged the Austrians from the north of Italy, and every trick and threat was to be employed in like manner for keeping in check the Roman Pontiff and the Neapolitans, and preventing their taking advantage of any reverse to fall upon the rear of the French army. This being the arrangement, the first object was the subsistence of a large army, provided with little clothing, no pay, and no food. How was this to be done? One of Buonaparte's first letters explains it:—

"Oneglia, ce 4 Avril, 1796.

"Le Général-en-Chef ordonne une contribution de 400 sacs, etc.: charge le Général Casalta de la levée de la dite contribution; et ordonne que les villages qui n'auront pas obéis sous 24 heures, seront imposés à 100 francs par sac, qu'ils n'auront pas fourni."

But sacks of flour were not the only things the French army wanted: money was scarce. A simple mode of getting it is described in a despatch of Buonaparte to the Directory about the same date.

"J'ai trouvé à Oneglia des marbres qui sont évalués quelque argent—j'ai ordonné qu'on en fît l'estimation et qu'on les mît à l'enchère; cela pourra nous donner une somme de 30 à 40 mille livres."

This auction, be it observed, was of private property, and of works of art, of a nature hitherto respected by all civilized victors. It was not in human nature for the troops, worn down with fatigue and want, to resist such examples set them by their own authorities, and we find, in consequence, the most bitter and pathetic complaints from such of the French Generals as had not lost all sense of right and wrong in their republican frenzy. Laharpe writes to Buonaparte from Piedmont in indignation at the civil Commissaries of the Directory charged with the levying of contributions for the support of the French army: "Tous les agens, garde magasins, et autres, dans toutes les administrations, font des réquisitions à tort et à travers; les paysans sont ruinés, le soldat dans la misère, il n'y a que ces fripons qui s'enrichent. Il n'est pas possible de contenir le soldat dans cet état de misère; si ces réquisitions illégales doivent continuer, il vaut mieux rassembler les habitans, *les fusiller*, et achever les dévastations après; car ce sera la même chose, ils mourront de faim." Another officer, Chambarlhac, writes from the same neighbourhood: "Il n'est point d'excès auxquels les soldats ne se portent, et tout ce que je puis faire est inutile. Je vous prie donc d'accepter ma démission, ne pouvant plus servir avec des soldats qui ne connaissent ni subordination, ni obéissance, ni loi, et qui menacent à chaque instant leurs officiers et leurs chefs."

Laharpe writes again on the 22nd of April, from Monte Barcaro, in Piedmont,—"Le soldat se livre plus que jamais au vol et au brigandage; des paysans ont été assassinés par nos soldats, et des soldats ont été tués par les paysans—rien ne peut peindre les horreurs qui se commettent; les camps sont presque déserts, le soldat court dans les campagnes, *ressemblant plutôt à une bête féroce qu'à un homme.*"

Buonaparte knew too well the impossibility of success without discipline, to encourage or tolerate these disorders, which arose, certainly, from the miserable sufferings of the troops, sufferings chiefly caused by the infamous roguery of the Commissaries charged with levying the contributions, for the county was rich in produce; and, as Laharpe observes in another part of the same letter, what the soldier wasted and destroyed in a single day's pillage would, if properly husbanded, have supplied him with a week's subsistence.

Frequent orders were issued from head-quarters for punishing mutiny and marauding; and the representations of Buonaparte seem to have convinced the Directory, where his friend Carnot was then the leading man for military affairs, that matters were come to the last extremity, and Carnot, accordingly, gave every support to the severe measures now taken by Buonaparte for restoring discipline. It would appear that in consequence of those measures more French soldiers were shot by Conseils de Guerre in the three first months of the campaign of 1796, in the north of Italy, than were executed in the British army during the whole Peninsular war. But as retribution alone would not have remedied the evil, military officers were selected to fill the situations of Commissaries, that the terror of the Conseil de Guerre might the better control the conduct of the department—a measure the more difficult because the public plunder of Italy was encouraged and organized to

such an outrageous degree, that it was hardly possible that those employed in its detail should not be infected by the example, and rob on their own account. For instance, it comes out in one of his own letters that, in plundering the stables of the Grand Duke of Tuscany, Buonaparte himself selected a number of fine horses, which he sent as a present to Carnot, to insure his good offices with his brother Directors. The hopes and chances of plunder, the spirit of such leaders as Masséna and Augereau, and increasing confidence in their chief, from the almost uninterrupted success with which, in the face of this disorder and distress, he contrived to beat back the Austrians at every point, disconcerting Beaulieu's schemes as fast as they were attempted, could alone have prevented such an ungovernable and desperate body of men as the Army of Italy from falling into irreparable confusion, and being, eventually, destroyed by its own inherent defects as soon as by the muskets of the Austrians. The waste of life may be estimated by the fact, that Buonaparte only counted upon one man in four of the new recruits being available after one campaign. But Montenotte, Milesimo, and the many triumphs which so rapidly followed one upon another, produced among the soldiery that daring recklessness and insatiable desire of glory which gradually rendered Buonaparte their idol, and enabled him to take advantage of his great influence for establishing a system of discipline and consequent protection of the peasantry from that lawless violence which was desolating their country, and must soon have ended in universal famine.

This great object once gained, the whole resources of the country were available, and the repression of private robbery made it easy to set on foot a scheme of public rapine, which, besides clothing and maintaining the army, and paying up all their arrears, sufficed for large remittances to Paris, and to the army on the Rhine. In one letter Buonaparte reminds the Directory that six months of an active war have cost France but 450,000*l.* It is amusing to find, in the course of this correspondence, some of the French Generals begging that learned or scientific men may be sent to their quarters, in order to ascertain what objects of art were really *worth stealing* out of the libraries, palaces, and galleries of the northern cities of Italy. General Cervoni, for instance, writes to Buonaparte from Parma, May 17th, 1707:—"Le célèbre tableau de St. Jerome, par Correggio, avec les 4 meilleurs que l'on pourra trouver ici, seront encaissés demain et envoyés à Tortone. Quant aux autres, je vous le répéte qu'il est indispensable, si vous voulez faire un bon choix, que vous m'envoyez quelque connoisseur, car je pourrais être trompé, ne connaissant rien en peinture moimême!"

Pretending to consider themselves as the founders of a totally new state of society, the French Republic, like fanatics in religion, held it lawful, provided they went forward in their imagined regeneration of Europe, to set aside all recognised principle in the laws of nations.

While they were treating with Genoa as an independent ally, they were employing numerous agents to excite her subjects to rebellion, as long as their success went on without interruption; but the moment any reverse occurred, Reveillere Lepaux writes to caution Buonaparte that he must remember the dissemination of liberty is *only a pretext*, and that, as peace may become necessary, it will not be prudent to excite such a spirit of republicanism among the subjects of the Italian States

as may render their Princes unable to manage them when it becomes a question of sacrificing them to Austria for any material object in negotiations for peace:—"La politique et nos intérêts, envisagés sainement, nous prescrirent de mettre même des bornes à l'enthousiasme des peuples du Milanais." It is rare to find the Government of a great people, with Generals at the head of their armies, and their ambassadors at foreign courts, thus joining as it were in one universal concert of roguery, and following it up with all the individual energy and activity of a leader of banditti, or chief of a gang of thieves and swindlers. Of the civilians who co-operated in this system, none appears more prominent in duplicity and perfidy than Cacault, the Minister of the Directory at Rome. This man had been attached, for several years previous to the Revolution, to the French embassy at Naples, and, embracing republicanism with no common zeal, was found, from his experience, a valuable servant to the Directory in his diplomatic vocation. On the 31st July he writes from Rome to tell Buonaparte that, having extracted ten millions of francs (400,000*l.*) from the Pope, as the price of French alliance,—"Nous commencerons demain a travailler avec les savans et les artistes pour régler les objets a demander dans ce genre." And certainly they carried on this novel kind of scientific labour with astonishing industry, by despoiling Rome in a few weeks of the most valuable works of art, which the taste and grandeur of the Pontiffs had been accumulating for centuries.

While this authorized robbery was going forward, it is curious to find Buonaparte and his Generals inveighing, with all the pride of honesty, against the irregularity of the civilian collectors of contributions for the service of the army. On the 8th October Buonaparte writes to the Directory,—"Je suis environné de voleurs; j'ai déjà trois Commissaries de guerre, deux administrateurs, et des officiers au conseil militaire." Yet within three days of this pathetic declaration he writes an order that —"La Légion Lombarde sera soldée, habillée, équipée par les Milanais. Pour subvenir à cette dépense, il faudra les autoriser à prendre *l'argenterie des Eglises*, ce qui vient à peu près à 100,000 francs" (about 40,000*l.*).

However, the "Légion Lombarde" were not destined to have the whole benefit of even the plunder of their own country, for, in his instructions for assembling a convocation of leading persons for re-establishing something like order in the northern states of Italy, Buonaparte directs that one half only of the money levied by contribution and plunder should go to the "Légion Lombarde," but that the other half should be handed over to the French paymasters.

Some of the measures he adopted for checking imposition in military allowances almost remind us of despatches of the Duke of Wellington, could we forget the difference of spirit in which they were written.

A system had it seems prevailed of granting on the spot sums of money to officers in compensation for loss of effects and baggage. Buonaparte writes,—"Ces gratifications ont été accordées à de braves officiers qui les meritaient, mais cela a eu le mauvais effet de faire naître des prétentions chez tous les officiers qui ont été faits prisonniers, et il y a trop d'argent dépensé en indemnités pour pertes. Au moindre petit échec, chacun a perdu son portmanteau. Cela m'a fait prendre le parti de ne plus accorder de gratification sans la signature du Ministre, ce qui

nous économisera beaucoup." He continues,—" Vos Commissaires (civilians appointed from Paris) ne sont pas assez habitués au détails de la comptabilité; il faut de plus *un esprit de suite* que leurs occupations et le grand caractère dont ils sont revêtus ne les permet pas d'avoir." Translate this into English, and one might quote it, without risk of detection, as a passage in the Duke's despatches from the Peninsula.

So seriously, however, did the evil increase, in spite of these remonstrances, that Buonaparte seized the first interval of repose to set a[illegible] an investigation at Milan into the conduct of the Commissaries, and on the 12th October he writes to tell the Directory the result. He had proved against some of these men the selling of medicine when the hospitals were full of sick in the utmost need of it, and even the purloining the mattresses of straw from the poor wounded wretches who had no bed protection from the stone floors of the buildings appropriated for their reception. He winds up this indignant report by saying to the Directory—" Vous avez calculé sans doute que vos administrateurs *voleraient* mais qu'ils feraient le service, et auraient quelque pudeur; ils vo[illegible] d'une manière si ridicule et si impudente, que, si j'avais un mois de temps it n'y en a pas un qui ne pût être fusillé. Je ne cesse d'en faire arrêter et d'en faire mettre au conseil de guerre, mais on achete les juges,—c'est ici une foire, tout se vend." Meantime his own way of receiving bribes and quieting his conscience was curious enough. He says,—" Thevenot est un voleur—il affecte un luxe insultant—il m'a fait présent de plusieurs très beaux chevaux, dont j'ai besoin, *que j'ai pris*, et dont il n'y a pas moyen de lui faire accepter le prix. Faites l'arrêter et retenir 6 [illegible] en prison."

Among the inconceivable difficulties of other kinds with which he had to contend was the want of arms, and it shows the character of the French soldier, that, when Buonaparte seized a large supply of Spanish arms in Leghorn, under pretence of borrowing them, the soldiers declared they were too heavy, and positively refused to carry them; yet these very men would bear starvation, and want of clothing and shoes, and would march with bleeding feet in pursuit of their enemy till they fell and died by the road-side. Their condition, however, ameliorated as their success increased, and we find Buonaparte writing from Modena, in October, 1796, that the army had now not only obtained by its victories the money necessary for its subsistence and food, but he had remitted into France an overplus of specie to the amount of 800,000*l.*!!!

It is worthy of remark, that, from the very first, whatever was the army might be enduring, no expense was spared in the employment of spies; not only the General-in-Chief, but every officer on detachment appears to have had his spies, though the desperate risk of life these wretches encountered must have been paid at exorbitant rates.

Perhaps on no occasion was the importance of a really strong [illegible] so demonstrated as in the effect upon the war of 1796, produced by General Wurmser's noble defence of Mantua, in spite of the [illegible] and famine which preyed upon his troops shut up in that marshy unwholesome city. It is much to the credit of Napoleon that he disdained to make use of an infamous decree, sent by the Directory [illegible] to transmit to Wurmser, threatening him with death as an em[illegible] v[illegible]ered promptly, and offering him pardon if he b[illegible]

his trust. Wurmser, it is true, was born in France, but his family was German, and he had long been naturalized in Austria. When he was eventually compelled to surrender Buonaparte paid him a respect equally creditable to the victor and the vanquished. Though Buonaparte's favour with the Directory was so great, yet it seems constant attempts were made by the Government Commissioners to interfere with the discipline of his army, all which he resisted with uncompromising firmness. He writes, for instance, to General Serrurier, whose authority these persons had meddled with,—"Quand les Commissaires vous envoient un arrêté, renvoyez le, en disant que vous ne connoissez d'ordres que ceux de l'Etat-Major." On another occasion, when they proposed to him to join the elder Kellerman in command with him, increasing and dividing the army, he at once refused to hear of it, and they knew his value too well to persist.

The laws of the new Constitution expressly prohibited the admission of any foreigners into the French regiments, and accordingly all deserters, &c., were incorporated into the national legions raised in the northern states of Italy. The Directory write upon this subject to their General:—"Il n'y a aucun inconvénient à se servir de l'argenterie des églises pour la formation de ces corps; mais il faut certes que les fanatiques ne tirent parti de cette mesure." In other words, plunder the churches by all means, but do it with as little noise as you can.

But of all the infamous proceedings of the Directory, perhaps none exceeded their conduct as to the Neapolitan cavalry (2400 men), who, by the armistice which was concluded with Naples early in June, 1796, were to separate from the Austrian army, and retire into cantonments under the observation of the French army, till a more solid peace should be concluded between France and Naples. From the very first, the Directory considered this armistice merely as a successful trick, of which every advantage was to be taken, and they found fault with Buonaparte for not having, by some quibble, contrived to seize the horses and equipments of the soldiers, considering the armistice to refer to the persons of the men alone. He seems to have refused, however, in this instance, to break his faith; whether from principle, is hard to say; for, with a view to raise a heavy contribution on Venice, he suggests shortly after to the Directory—"Peut-être jugerez vous à propos de *chercher une petite querelle* avec le Ministre de Venise à Paris, pour que après la prise de Mantone, et que j'aurai chassé les Autrichiens de la Brenta, je puisse trouver plus de facilité pour la demande que vous avez intention que je leur fasse de *quelques millions!!*"

The tone and opinions displayed in Buonaparte's correspondence, and the general character of this war, rather than its history, have been the object of our observations, which have already extended beyond what was at first intended. Enough has been selected from this curious collection to show the diametrical opposition between the public principles of the two great Generals of the age. If any extenuation can be pleaded for Buonaparte, we must seek it in the atrocious instructions of his Government, and his knowledge that he was surrounded by watchful and jealous emissaries, who were ready to interpret any leaning to noble and generous sentiments as treachery to the Republic, and to denounce him instantly to their employers, which would have been the signal for those he had detected and punished for their frauds, as

well as many military officers whom he had dismissed for incapacity or indiscipline, to present themselves as his inveterate accusers and enemies. Though we look in vain in this correspondence for those letters of kindness or condolence which so constantly recur in the Duke's correspondence to the friends and relations of officers who had been wounded or killed, even after his most signal successes, and at moments of the utmost emergency, yet in one or two instances we certainly find Buonaparte pleading the cause of officers who had shown great zeal or bravery, and demanding pecuniary aid for the families of those who had fallen in the field. His letter to the Directory, entreating that the family of his Aide-de-Camp Muiron might be restored to their lost possessions and rights, of which they had been deprived on pretence of the emigration of some few of them, certainly reflects credit upon him; and, indeed, there is one letter of condolence to General Clarke, afterwards Duke of Feltra, upon the death of his nephew, which shows a certain degree of feeling and kindness of heart.

As to the style of his correspondence, it was during this period very different from the florid eloquence, if it merits the name, which pervaded his later bulletins. It is beyond everything concise, clear, and pointed, full of good sense and judgment, and its influence evidently reached those under his command, for the reports which his principal Generals addressed to him are models of military correspondence, and their brevity and clearness must no doubt have contributed to the extraordinary concert preserved between the different divisions of the army when acting on separate points during the intricate operations of mountain warfare. It is greatly to be regretted that the form in which this correspondence was published was not better digested, for the confusion of its arrangement is so great, and so much unimportant matter is introduced, that it requires no small patience to arrive at the interesting details in which it abounds, and from which it has been our endeavour to select such passages as best illustrate the spirit in which those campaigns were carried on which must ever be the most lasting memorials of Buonaparte's military talents.

RECOLLECTIONS OF A WAR-CRUISE IN THE MEDITERRANEAN.

BY ONE OF THE GUADALOUPES.

Early in the year 1811, H.M.S. Guadaloupe, of sixteen guns, commanded by J. S. Tetley, Esq., was despatched from England, under orders to proceed with the corpse of a royal female relative of the reigning King of Sardinia to the capital of that island, doubtless for the purpose of interment in the mausoleum of the royal family; after which we were to join the fleet under the command of Sir Edward Pellew, off Toulon, and place ourselves under his orders.

As soon as the former part of the order was executed, which was accomplished without the occurrence of anything beyond the ordinary routine of sea-going duty on board a King's ship, on passage out, we proceeded to fulfil [illegible] part of the Admiralty instructions; namely, to join the fleet [illegible]

After having [illegible] the former part of the Admiralty

instructions, the Guadaloupe proceeded to join the fleet, and received orders to join the squadron cruising off the coast of Catalonia, in Spain.

On our arrival upon the station we were directed by the senior officer to blockade the port of Barcelona and contiguous line of coast; during which period we had the pleasure occasionally of skirmishing with the enemy's troops, who frequently made incursions from their garrisons upon the small towns upon the coast lying contiguous to Barcelona. At a place called Mataro we had the pleasure of engaging in a little sport, for the enemy one morning had entered the town, and most of the inhabitants had embarked in all kinds of craft, and on our appearance off the port we were surprised at the scene which presented itself, the harbour being completely covered with boats, &c.

As soon as we were informed of the cause, we immediately prepared to treat, the enemy with a salute they would little relish; and finding the water to be deep close to the beach, we ran close in, and soon descried the position of the enemy by the smoke of their camp-fires. We could not get a glimpse of their persons, as they had taken the precaution of keeping under cover, within the deep-embosomed foliage of vineyards and olive-orchards, close outside the town; but, notwithstanding, within range of our 32-pound carronades. Doubtless they had little conception at the time that we could so closely approach them; they had sent a few stragglers into the town to pick up what they could; but these fellows took good care to keep out of the way of John Bull's pills. The inhabitants who had embarked, when they saw our preparations, were all on the *qui vive*, and their "vivas" for "Los Angeses" were truly animating, as well as pleasing; for, no question, they anticipated our spoiling the Frenchmen's sport.

It struck us, from the quietness of the enemy, and the smoke arising from their encampment, that they were employed in jaw-work—luxuriating, possibly, on the spoils they had just realized. Poor fellows! they little thought of the dust our thirty-two's would kick up amongst them, especially when they would disgorge cannister and round shot; truly some of them had to bite the dust instead of their breakfasts. As soon as we got into position, away flies the main-topsail aback, and British colours up; and then, lying broadside on, in smooth clear water,—the bottom a beautiful white sand, now and then turned up by the capering motion of our dashing little bark,—the guns were screwed up point-blank, and the most expert marksmen among the officers and crew selected to send the contents of the open-mouthed and thundering disputant on a visit to Monsieur.

Picture to yourself, Mr. Editor, what their sensations must be, on receiving, unexpectedly, such unpolite visitors as grape and round shot. They would soon discover the vast difference between the luxury of pressing betwixt their teeth the vegetable grape and that of being pressed by the iron grape: however, we soon gave Monsieur a specimen of the efficacy of British pills.

The first shot was directed, as near as could be guessed, into and amongst the very centre of them. A windmill gave them considerable shelter, but unwilling to injure the rightful owners, by firing into it, we therefore peppered round about; and truly laughable it was to see the Frenchmen scampering in a stooping position (their muskets carried horizontally), at the backs of the hedges, in order to find shelter from

the fire of our guns. Every now and then we threw a shot in their way, which would make them run as fast in another direction; and, poor fellows! they scarcely knew which way to run, or where to make for, in consequence of the numerous Guerrillas which in small parties surrounded their encampment. After, however, dancing for some time to the music of our great guns, they at length succeeded in making good their retreat to the other end of the town, where, for a short period, they lay unmolested. We soon had information conveyed to us of the place of their retreat; and that the French commander and his staff had taken possession of a large building upon the right of the harbour, and within range again of our guns. Upon this we dodged along the shore until we had got within breaching range, and then re-opened our fire.

This second interruption to their peace and comfort proved too intolerant, for soon we had the pleasing gratification of seeing them in full retreat from the town. They appeared, from the extent of their line, to number from one to two thousand, but seemed to have no artillery with them, which accounts for their not returning us a few shots by way of compliment. During their retreat we observed the Guerrillas perched, like birds, upon every eminence within reach of the enemy's line of march, firing away at them with the utmost *sang froid*. In one instance we could not but admire the bravery, or rather daring, of three or four French soldiers, who left the line and faced the Guerrillas, though perched on rocks and more numerous. In this position they popped at each other as though it were child's play. Whether any of either party got winged we could not learn, but the next day we had brought on board of us several prisoners taken by the Guerrillas: nine of whom, being six of them Frenchmen, and three Germans, voluntarily entered into the British Service, and were accordingly entered upon the ship's books as supernumeraries; the others we sent on board another vessel of war. In the action which we subsequently had, and which will be detailed in due course, the six Frenchmen behaved nobly; the Germans refused to fight, and were secured below.

Whilst we were paying the enemy the last salute at their latter hiding-place (the information we subsequently received), the French commander and, his officers were at breakfast in the large building before mentioned; and little thinking of being disturbed while employed in that vocation, they were utterly confounded at the unpolite *entrée* of a two-and-thirty pound shot, dashing through the midst of them, and in its course capsizing all it met with in fine style, and most audaciously severing one poor wretch of a Captain into two: the rascally shot might have known the tune of "Old Nick among the pipers." Thus ended our adventure with shore-going "crapaux," as sailors term them: we soon had to change our mode of warfare, and to pay our compliments to some sea-going blades.

Soon after the event just related, we were relieved, by the retreat of the enemy from Barcelona, from the duties of blockade of that port; the enemy having got so reduced in numbers, from sickness and want, that they durst no more venture out to forage; and as to supplies by water, we effectually clapped a stopper on these.

On their quitting Barcelona and neighbourhood, we were next sent to watch the movements of a large French corvette, bearing a Com-

modore's pendant, then lying at anchor in the Port of Vendee, in the Gulf of Lyons. We proceeded to the station assigned; and, as the weather permitted, occasionally ran into the gulf and off the port, as near as their batteries would allow, in order to reconnoitre, as well also to try whether we could not induce the enemy (much our superior in force) to come out and try his hand at a brush with us; but in vain our bravado. It must here be remarked that the crew of our little sloop was composed, for the greater part, of raw impressed men and boys. Our complement on board was about 104 in number; and of these not above five or six, exclusive of the officers, had (before the skirmish with the French troops) ever seen a shot fired in anger. In fact the greater number had, a few days before we sailed from Deptford, been picked up by the impress service out of the streets of the metropolis. I do think it will be no exaggeration to say that more than one-third of our crew was composed of boys: but, thanks to our gallant commander, by his unwearied and assiduous attention to daily exercise of great guns and small arms, they became, before long, well trained to face the foe.

But I must not omit to make mention of another trait of character which shone with lustre in our gallant Captain—independently of bravery and collectedness of mind, he was humane; and, consequently, his crew loved him. He was exempt, in a remarkable manner, from that harshness of mind and practice which at one time so much defaced the conduct of many British officers. But, well for our favoured Isle, the Naval Service is not now what it was some thirty or forty years since, or less; and I apprehend that it is a matter of exultation to know that, with less severity of treatment, and larger scale of liberty, our seamen, as well as officers, are not a whit more deficient in the requisites which constitute what is commonly termed a man-of-war's man; and, although no prophet, yet I would venture to predict, "woe betide" to an enemy's vessel-of-war, should a meeting take place betwixt it and a British vessel of anything like equal force.

But I must get on. We had not been long on our cruising ground before we were made to feel the strength of a sniffler out of the gulf. One morning, having run in with delightful weather, and fine top-gallant breeze, we were compelled, ere we got in sight of our land-locked enemy, to go right about, and make the best of our way out again; and before we could round the outermost point of the gulf, on the Spanish side, we scarcely had a rag of sail set. Soon, however, we had a delightful transition, for when we had rounded Cape Ceuta (I believe 'tis called) we got under the high land of the coast of Catalonia, and were immediately in smooth water with a light breeze. We continued on this favourite ground until we had reason to believe the gale had subsided, when we again pushed into the gulf with a view to see whether our opponent still lay snug, but he was gone. A sweet breeze blew right into the gulf, and we were gaily proceeding under top-gallant and royals, with scarcely more than a ripple upon the surface of the water, when the look-out-man at the mast-head vociferated, "Three sail in-shore, a-head." Aloft flew our First-Lieutenant with spy-glass, and soon he reported "a square, and two fore-and-aft rigged vessels." All hands were soon on deck, anticipating prize-money, little thinking we were running into the heat of battle instead of giving chace to coasting merchant-vessels. Under the latter impression all sail was soon

made, and studding sails set, with a view to cut them off from making into port.

As we drew upon them, and gained sight of their hulls, our mistake was soon made evident. They were discovered to be a large brig-corvette, carrying a Commodore's pendant (the very one we had been on the look-out for), together with an armed sloop and xebeck. Having now ran in too far to recede, had we even been so inclined (the wind being dead against our getting out, except by tack), our brave Captain determined to give battle, let the consequence be what it would. We still continued our course, gradually shortening sail, and making all secure as we approached the enemy. He also advanced to meet us, so that in a short time we could make out each other's force: we saw at once we had fearful odds to encounter. But all was right. Ere we met the wind had veered so as to bring us on opposite tacks, two or three points free. We met each other under topsails; but, previous to coming within shot-range, our brave commander called all hands aft, and addressed the crew in the most cool and collected manner, pointing out our situation, and stating that he would bring us into action, but it was for us to fight our way out, as, the enemy being so superior in force, and we on a lee-shore, almost within range of the batteries (for, be it remarked, the enemy had drawn us near to her own port, into which she could easily run should she find herself at a disadvantage), we must either beat or be beaten.

On this all hands gave three cheers, and every soul on board, save the Captain, stripped for the fight. We had hung our yards, and every other spar, which might endanger our safety by being wounded, with iron chains; and loaded our guns, which were mounted on long slides, with round and grape, up to the muzzle; screwing them up to point-blank mark, determined that our first broadside should tell home amongst the enemy's men, for they appeared to be numerous.

Thus we neared each other, not a whisper being heard on board our little bark, and every man at his station. When we got within pistol-shot we hoisted our colours, the enemy doing the same; and as we had determined to waste neither powder nor shot, so we were resolved to run close along-side, and receive her fire first. As soon, therefore, as our bows were opposed, our gallant Captain gave the command—"Men secure yourselves." Accordingly every man fell flat on the deck, and at the same moment the enemy poured in his broadside from eleven guns of the same calibre as our own, together with a rattling volley of fire from small arms. In a moment all hands jumped up unhurt, and the captain of each gun, having the lanyard of his gun-lock in his hand, a deadly broadside was poured into his quarter and stern, as well as a volley from our marines and small-arm men. We then sheered up on his larboard side, and before he could give us his fire again, we slapped another broadside into him. Our first broadside we heard make a dreadful crash, and caused a good deal of confusion amongst them; after this we fell to hammering each other at close quarters for the space of nearly an hour and a half.

At length, so exhausted had both sides become, that it was quite the turn of a straw which would have the best of it. Once more our wearied crew rallied and cheered, which, the enemy hearing, so daunted him, that he turned tail, and, not being cut up as we were in sails and run-

ning rigging, made sail from us, and ran into his own port, which was close under her lee—so close that the shot from the batteries actually passed over us during the latter period of the action. Before she could get out of the reach of our fire, either her colours were hauled down as a *ruse*, or were shot away: but I apprehend it was the former, with a view to induce us to cease firing while she broached more in shore. We were so dreadfully mauled in our running and standing rigging, that we could not work the vessel nor set a single sail in pursuit; and well it was that we had smooth water, or our masts might have been endangered; she therefore escaped, much to our regret. Had we been a little farther off shore when the action commenced, we should have had her snug enough. Independent of having to engage the corvette alongside, we had her two consorts upon us during the early part of the action, and, but for a very providential circumstance, we might have suffered severely in the loss of men, from the raking position which one of them (the xebeck) took under our stern, and into which she kept continually firing from her great guns, not daring to come near enough for small arms to take effect on her decks. We were for some time unable to get a gun to bear upon her; at length the writer of this narrative succeeded, with the aid of one of the midshipmen and the remaining crew of the gun, being but two, to slue the aftermost quarter-deck gun, so as to bring it to bear upon the decks of the xebeck, which had so long annoyed us, and, having loaded it almost to the muzzle with cannister-shot, it was fired with deadly aim amongst her crew. This so cut them up, that away she flew as if Old Nick had given her a kick. After firing the gun, it got wooded to the side of the port, and all the remaining strength of the few who had been left to work it was unavailing to remove it. As to the armed sloop, she did us little harm, and, on perceiving the dose which had been administered by one gun only to her companion the xebeck, she made off also, leaving us then to manage as we could with the Commodore. Of course you may imagine we felt not a little relieved, and to it we tackled with more vigour in hammering away at our larger opponent.

The providential circumstance before alluded to was as follows:—During our cruise we had erected shot-lockers at the stern-sheets, and boxed them off on each side of the rudder, for the purpose of trimming her by the stern, whereby her stern-ports were blocked up. At one time, previous to entering into action, it was thought advisable to have the lockers removed, in order to have the use of the ports; but fortunately they were not: in consequence of their remaining, the shot from the xebeck took no effect on our decks, for they lodged in the lockers, and, coming into contact with our thirty-twos, were stopped short or otherwise split; but for this highly fortunate circumstance it is probable many of us would have had DD marked against our names in the books. Moreover, the lockers proved of essential service at another period of the action, for, after having been engaged for some time, our yard-braces and other running rigging being shot away, and the wind almost lulled into a calm, the enemy fell on board of us, with his bowsprit over our stern; at the moment, we could not alter the position of our vessel, for want of head-sail to pay her off; but, seeing the crew of our opponent forsaking their guns and rushing forward to their bows

to board us, our brave Captain immediately called out for boarders, a instantly all who could rushed to the point of attack to repel the enem Fortunately, at the precise moment, by a lucky shift of wind, our vesse head paid round, and brought our disengaged broadside to bear u the enemy, and cleared us of her bowsprit, consequently freeing us fro waging battle on our own decks.

This proved a rare hit for us; for the enemy, having left their gu and crowded forward to board, our broadside told home, and gave the such a sickening as they could not get over during the remainder o the action. After close fighting for so long a period with so great superior a force, you may be sure we were not at all sorry to obtain little cessation from fatigue; therefore, when we found we could prese our runaway opponent with no further compliment, the crew were pipe from quarters, and supplied with refreshments, after which we turned to to repair damages, in order to get out of the reach of danger. Havin secured our standing rigging, spliced and rove new running rigging cleared our decks as well as we could, and made all ready, in case a fresh opponent should come upon us, we made sail, gained an offing and bore away for the fleet off Toulon.

On investigating our loss in men we found that our casualties wer not so heavy as might have been expected, considering the time w were engaged and the force opposed to us: we had one man killed an twelve wounded, one of whom died in the hospital. As his wound wa the result of cowardice, it may not be uninteresting to mention the fac It appeared that during the hottest of the fight he got so appalled tha he was induced to quit his quarters, and take refuge under the lee o the long-boat amidships, where he lay under her bottom at full length, imagining himself secure; whilst thus skulking, a two-pound grape-shot passed between the booms, through the bottom of the boat, carrying away with it a part of the poor fellow's face, whilst another o the same description, but spent, lodged in the fleshy part of his back near the shoulder-blade bone.

Our First Lieutenant received a singular wound in the breast: at the commencement of the action he commanded the fore-deck guns: while there, a musket-ball from the enemy struck, it is supposed, one of the backstays, or other hard substance, whereby it got flattened and spent, and then obliquely entered his breast, taking in with it three folds of his black silk neck-handkerchief, which hung down loose; fortunately for him the silk prevented its entering far, for the ball was extracted without difficulty, and without doing him any material injury. It is true it laid him up for a short time in sick quarters, but was no impediment to his masticating qualities, although for a time prudence required that he should abstain from indulging his predilection for the beverage of the grape.

The Purser, who voluntarily shared the danger of the fight on deck in preference to the task of assisting the Surgeon below, was the only person severely wounded: when he fell, it was thought a dead hit; but, after a painful and lingering confinement in the hospital at Port Mahon, he was enabled to rejoin the vessel; and since that he has, it is said, received a shot of a different character in his heart from the eyes of a fair lady, who ultimately took him captive; yet, notwithstanding she made him a prisoner, in course of time she did him the honour of

presenting him with ten fine boys, as an increase to the subjects of his Royal Master and King.

The remaining portion of the crew who were wounded soon recovered. Of our gallant Captain, surely it may be said he was wonderfully preserved, for he stood alone, a most conspicuous mark for being shot at, inasmuch as he stood undisguised in his uniform, whereas all the other officers stripped, for the purpose of working in common with the ship's crew; and, truly, well they might when the work to be executed is considered. Like the gallant Nelson, our noble Commander determined, if he fell, it should be honourably.

I cannot close this part of my narrative without rendering the meed of praise to our gallant Second Lieutenant, who, after the retirement of the First from the deck, at the commencement of the action (he being the first man wounded), took the command of the fore-deck guns. Cool and collected in his own person, he was a worthy coadjutor of his worthy Commander, and it was well that he became the second in command. Pity it was that we had not the good fortune to make a prize of our opponent: had such been the case, unquestionably he would have worn two swabs, and been promoted to the command of the prize, or to his own vessel as the smaller of the two; and no question the other officers would have participated in the good luck. As it was, the Captain got promoted to the rank of post; and a short time afterwards, in a small Danish-built frigate, performed a most dashing affair, in keeping at bay a French line-of-battle ship, which he crippled, and two frigates, who pursued and fired into him for several hours. The Lords of the Admiralty also sent a letter of thanks, to be read to our ship's crew, for their gallant conduct in repulsing the superior force with which we had been engaged.

But I am rather overrunning my tale. Having got all snug after the action, we proceeded, as I before stated, to join the fleet off Toulon, taking care not to keep too close in-shore, or make too great an offing, there being danger in either case; as, had we kept too close in-shore, an enemy's cruiser might come out unexpectedly upon us; and if we kept out too far, our masts might be endangered by the swell, and possibly might occasion the loss of the vessel and all hands, through the riddled state of our stern by the fire of the xebeck. We therefore jogged carefully on until morning of the next day.

At daylight we observed a French frigate come from under the land in pursuit of us (she having been apprized of the action, and its result): we were, in consequence, obliged to haul farther out, which, she observing, caused her to imagine (as we were afterwards informed) that we were merely manœuvring in order to draw her sufficiently out for some of our vessels in the neighbourhood to dash in between her and the land; she therefore gave up the pursuit, leaving us to pursue our onward course without further molestation. We soon joined the fleet off Toulon, and astonished our brethren by the picture we cut; such was the riddled state of our mainsail, especially, that it exhibited convincing proofs of the severity of the fire we had been under. The Admiral sent carpenters on board to survey the vessel, and ascertain whether it would be safe to send us without convoy to Minorca. Our Captain proposed to venture without, which he accordingly did, and happily reached port without any disaster occurring, having had fair wind and weather the whole run.

On arriving at Mahon, the vessel was dismantled, her stern-frame partially renewed—many shot between wind and water, and upwards of 100 others, taken out of the sides—new spars replaced the wounded ones—and, after a respite of a few weeks, both vessel and crew again became all ataunt, and away we went once more to try our luck. Fortune smiled more propitiously, and we had the pleasure of putting a few hard dollars in our pockets as prize-money, without being subjected to hard blows in obtaining them.

I have now brought the narrative nearly to a close; but before I conclude I would advert to the gallant and daring conduct of one of the six Frenchmen who had fought with and for us in the action—indeed, they all behaved well. The one alluded to was rather diminutive in stature, but had a fearless spirit. During the action he took his position on one of the mid-ship carronades, and there, regardless of the firing of the gun under his feet, and the upper part of his person exposed to the enemy's view, he kept incessantly firing at his countrymen—and so earnest was he, that he never used the ramrod, but, after priming, forced the cartridge down the musket by striking the heel of the stock upon the gun, and then slapping its contents at his *ci-devant* friends. He escaped (though so conspicuous in his position) being touched; and when the coward Frenchman turned tail, he ran to the forecastle-deck, and sluing his stern to the stern of his countryman's vessel, slapped it frequently, vociferating as loud as he could—"Foutre Français, —— &c.!"

I shall now sum up by a comparative statement of the force on both sides, namely—our vessel, Guadaloupe—sixteen 32-pound carronades; complement on board, 104 men and boys; loss, one killed, twelve wounded; one died afterwards. French force—Tactique, twenty-two 32-pounders, said to be manned by near 200 men, picked out of the vessels in port, for the express purpose of carrying us by boarding. Her loss, we subsequently ascertained, was ten killed, forty wounded; other accounts stated more—but, if more, it is not to be marvelled at, for, as their guns were breeched outside, they had necessarily to load their guns exposed to the fire of our small arms, and certain it is that several were picked off while in the act of loading. The xebeck was armed with eight guns—her crew said to number eighty. What her loss was we never could learn, although, doubtless, they must have suffered severely from the discharge of grape poured upon her decks, from one gun only, which sent her right about. As to the armed sloop, we counted her nothing, having scarcely seen her, except before we came into action. We were also under the fire of the batteries on shore during a part of the action, and it was said that a shot from thence actually carried away our main-royal-mast—but the truth thereof I cannot vouch for. We learned some time afterwards, that the three vessels had actually been sent out, under express orders to run on board of us, if we showed ourselves again, and carry us off-hand by boarding. Poor fellows! they got grievously disappointed.

NOTES OF AN EXPEDITION TO EGYPT IN THE YEAR 1807*.

The columns proceeded as directed; the piquets or flanks quickly driving the enemy, who retired with precipitation. The path whereby the grenadier company, 31st, was ordered to enter Rosetta was extremely difficult; it ran close by the river's edge, flanked by a wooded height. Had this spot been occupied by that or any other company, no sortie could have been made; and as a point of entrance, nothing but the worst information could have led to it being selected. The grenadiers, on pushing forward, sustained a sharp and destructive fire from the aforementioned wooded height, as also from the French, neither of which could be returned. In a short time the gun accompanying was lost, and two-thirds of the company killed or wounded; a few cavalry from the town sallied from the gate, and nearly completed its destruction. The Battalion 31st Regiment, marched up to the town, imprudently deploying within eighty yards of the houses, and returned the fire received from these buildings and the loop-holed walls, and silenced them.

At length an opening in the mud battlements was effected, and, with General Wauchope at its head, the regiment rushed into the town, the Turks retreating from the front houses, the troops advancing quickly, and with little loss, having, however, no distinct or defined object in view. At this moment it was reported that the column composed of the Chasseurs Britanniques hesitated to enter at the point assigned them, and were repulsed. General Wauchope hurried to the spot, where he found Brigadier-General Meade severely wounded, and the troops in some confusion. Having restored order, they returned to the assault, and gallantly entered the town considerably to the left of the main attack.

The General rejoined the 31st, which had by this time gained almost complete possession of the principal portion of the town. On re-entering it he was slightly wounded in the shoulder, which he concealed, and pushed forward to the square, where he found the troops in possession of a small encampment of the enemy. The firing from houses in the square was nearly over; from one, alone, it continued; and it was in the act of ordering it to be forced, that this gallant officer and truly valuable man received his death-blow—he fell, and immediately expired. The building was entered, and the Turks put to death; but the General's loss was irreparable.

What now passed is uncertain: the troops remained for an hour in apparently quiet possession of the place, and the inhabitants were so fully convinced of its being ours, that several of the principal Christians, amongst others the Imperial Consul at Rosetta, wrote for safeguards. Now, however, was felt the loss of our leader, and the want of some pre-established and published plan of operations. The troops, instead of pushing into and occupying the most commanding buildings, and securing communications, began to straggle in the narrow and difficult streets, getting cut off by twos and threes. The enemy, observing that no plan was adopted for securing what was won, regained courage, and recom-

* Continued from p. 182.

menced firing from houses previously abandoned. The troops, unaccustomed to such a mode of warfare, and without concert, rendered further combination impossible. The imprudent and unauthorized repori of a Staff Officer, made to General Meade, lying wounded some hundred yards from the town, precipitated an order for retiring. A Field Officer, who with 100 men remained in the square before-mentioned, heard with astonishment the retreat beating when he considered the town ours. On looking over the wall he saw the troops formed as for retiring, and, as the Turks were securing themselves without the town on the flanks, no time was left for him but to abandon the town, how much soever contrary to what he conceived ought, under proper arrangements, to have been effected. On leaving the square he had to pass by a very narrow street, at the termination of which a narrow opening for entrance through the wall had been perforated: this passage was too small to allow him to get through the gun attached to the party, which he consequently lost.

In this cruel retreat many of the wounded in the town fell into the enemy's hands, as also a portion of those who had been previously carried out and placed under a small guard, were also cut to pieces by the cavalry. It was here the Baron de Leuwene, an old and much esteemed officer, wounded in the leg, and carried out of the town, was come up to by the Turkish cavalry, and, after vain efforts to escape, was cut to pieces. His headless trunk was found by the second expedition. The enemy throughout showed the greatest barbarity, sparing none who fell into their hands.

A considerable proportion of our trained natives reached the column, which marched with regularity, unannoyed by the Turks, who witnessed its departure. The column under Lieutenant-Colonel Bruce, 31st Regiment, turned Fort Julien, and then marched on the Nile, which Captain Hallowell had entered with the boats of the fleet, but had been unable to ascend on account of that Fort and three gun-vessels that blocked the passage.

The loss of the corps in proportion to its numbers was very severe—the General commanding it killed, the second in command severely wounded, and not less than 400 killed, wounded, and missing, including many valuable officers. The wounded carried off by the column were put on board the flotilla, and, by the exertions of Captain Hallowell, well provided for.

It was now to be decided upon what further measure was to be pursued. General Meade's wound rendered it impracticable for him to retain the command, which consequently devolved on Lieutenant-Colonel Bruce, 31st Regiment. The position occupied by the troops was favourable, and a more intimate acquaintance with the enemy might have convinced them nothing more was to be apprehended from them. After various plans it was determined at once to retire upon the Caravansera, where a post was established protecting the main passage to Alexandria. Captain Hallowell remonstrated against this determination being carried into effect, at least till the boats with the wounded quitted the Nile, and this from the difficulties of the boccage would endanger them, while the flotilla remained exposed to an attack from the gun-vessels carrying ordnance greatly superior to the men-of-war's howitzers.

This remonstrance was unheeded; the troops moved off, leaving the boats in a situation which would have become perilous had the wind blown from the sea, and the Turks, availing themselves of this misfortune, lined the shore with troops, and attacked with their gun-vessels. Fortunately the flotilla, from the state of the weather, was enabled to leave the river next morning, and pass to the fleet at Alexandria, where the wounded were accommodated. The troops, by a forced march, reached the Caravansera, from whence, without leaving any post, they embarked, and returned to the peninsula of Aboukir.

Various causes tended to the failure of this first expedition against Rosetta. The equipment of the force was defective both in provisions and artillery; and the information relied on pointed it out as a place rather to be surprised than taken by force. It must be admitted, also, that the plan of attack took its complexion from this erroneous impression, and was, in consequence of casualties, ill executed. The detachment sent by the impracticable route on the right, without the previous precaution of clearing the height, was indefensible. The officers and men were not sufficiently made acquainted with the nature of the service they had to engage in; the men ought to have been provided with crow-bars and sledge-hammers, and, above all, been impressed with the necessity of forcing and holding the strong buildings the town offered; no firing ought to have been permitted till posts were established; the bayonet was the weapon to have been employed, not less for its efficiency, than as being that of which a Turk has the greatest apprehension. The event of this miscarriage reached Alexandria the 31st of March; it caused a strong sensation, and for a time it was undetermined what course was to be pursued. Strong representations were made to the General by Major Misset, backed also by an old and honourable friend to the British, the Saubajee (a Turkish magistrate), who from the original landing of our countrymen had shown the most disinterested attachment to their cause, considering them as the real friends of Egypt, possessing both the power and the disposition to retrieve the prospects of that oppressed people. They broadly stated that Alexandria could not be retained unless we opened the Nile, and held Rosetta, at least; that but a small store of provisions for the population remained, and that we could not depend upon sufficient supplies either by means of the Arabs, or the complete command of the sea and fruitful islands of the Archipelago it opened to us.

Notwithstanding the respectable quarter from whence these opinions came, it was the General's duty maturely to have weighed them, and considered how far they coincided with past experience, or with the real state of that singular country, where wandering Arabs, the great producers of grain, held a position alike independent of Turk or Mameluke, and found no difficulty in carrying their produce to a good and certain market, wherever it might be found.

Alexandria held out for months under Menou, when perfectly blocked by sea, and imperfectly so by land; and, with the former road open and the latter yet more imperfectly secured, there are good grounds for believing that both Governor and inhabitants could be perfectly supplied.

The General's Instructions prevented him from assuring the population of any intention on the part of the British to remain permanently

in the country. They could not, therefore, expect aid from the inhabitants, however disposed: even the Mamelukes were not likely to go out of their way to assist allies who took no notice of their interests, but on the contrary expressed unbounded attachment to their enemies the Turks. Notwithstanding former example, and the circumstances which the country offered, the General yet determined to extend his quarters, and occupy the distant and dangerous position of Rosetta! At the time it was whispered that a certain merchant, having much influence with Major Misset, greatly swayed his opinions. This merchant had large stores of coffee at Rosetta, and the setting that port free would, in the first instance, have been a great loss for him.

General Frazer, by his instructions, was ordered to advise with the Resident, Major Misset, on all matters of local import, of which, from his long official residence in Egypt, he was presumed to have an accurate knowledge. The General unfortunately permitted his own better judgment to yield to the Resident's supposed superior information, by which he was led to consider the acquisition and retention of Rosetta as indispensable to securing our possession of Alexandria. Admiral Lewis, who had joined from the Dardanelles, entered warmly into this view, considering the reputation of the nation so committed, that, to recover it, Rosetta must necessarily fall into our power.

The division of the army destined for this service consisted of a strong detachment of Artillery, with two 12-pounders, two 5½-howitzers, and four 6-pounders. The line was composed of half a troop of Light Dragoons (2nd), under Cap. De Lancy; Light Battalion under Major O'Keefe; 1st battalion 35th Regiment, under Capt. Riddle (Lieut.-Colonel Petit remaining in command at Alexandria); 78th Regiment, under Colonel M'Leod; De Roll's, under Lieut.-Colonel Baron De Soningberg; together with a strong detachment of seamen under Captain Hallowell, who, ever desirous to be where he could be most useful, again volunteered his services. This corps amounted to 2500 men, including the greatest portion of the effective force in Egypt.

The command was confided to Brigadier-General Stewart: Colonel Oswald was also intrusted with instructions. The General commanding at the same time declared his intention to accompany the division and personally to superintend the operations.

The troops marched from Alexandria on the 3rd April, in the lightest possible order. Two camels were attached to each corps for the public service, and a proportion of asses to carry the camp-kettles and spare spirits. No other public provision was made, but officers were permitted to have with the column a limited number of horses and asses for their private convenience. In the first place the artillery, spare ammunition, and engineers' tools were embarked at Alexandria, and it was hoped they could be forwarded by water almost to the point where operations would require them. The troops commenced their march from the eastern heights of Alexandria, left in front on the 3rd of April.

Their subsequent order of battle was as follows:—Light Battalion, 2nd Batt. 78th, De Roll's Regiment, and 1st Batt. 35th. The route to Aboukir is through deep, heavy sand, and the march was greatly retarded by permitting the equipage to proceed in rear of respective corps, instead of that of the columns. It was intended to pass the

Light Division over the first cut, Madua, that evening; but night falling rendered it impracticable. The 35th Regiment, in consequence of the interruption of the baggage of preceding corps, diverged from the proper route; and it was long ere, by the beating of drums, &c., they ascertained the bivouac of the corps. It was formed opposite the ferry where there were some tolerable good wells, which the indefatigable Hallowell had already reached, cleared out, and rendered more commodious for the benefit of the troops.

The next morning a considerable portion of the troops was placed in gun-boats, and sent directly to the caravansera; but the boats were insufficient to carry the whole at one trip. The most tedious operation was swimming the horses and camels across both the cuts; that of Madua was nearly a mile broad; whilst at Lake Elko it was deeper and narrower, though with some surf. Crossing the animals, and marching such troops as could not embark by the isthmus, took up from daylight till evening: it was impossible, therefore, to move the army.

On that day a great portion of the artillery, stores, &c., were landed; but the means of transport were found to be lamentably deficient for articles so truly essential. At that period camels were scarce at Alexandria, yet more might have been found for the indispensable service of the expedition. As it was, little besides ammunition could be brought forward, and much was left to the uncertain, and at that time untried, communication by Lake Elko. At this season that lake was daily becoming shallower, and afforded passage for boats only of the lightest burden. To adopt so uncertain a route was one of the disadvantages attending upon the operations against Rosetta. The prevailing surfs at the mouth of the Nile rendered direct communication by the river hardly practicable, but we must have commenced operations by possessing St. Julian's, which would have secured the flotilla, and by admitting them into the Nile we could then have threatened the right bank, thereby rendering strong detachments unnecessary: our force remaining concentrated would have been equal to any Ali Pacha could have assembled against us. But the navy opposed our placing reliance on the sea for provisions and stores, and consequently the camp at Rosetta had to obtain supplies by the daily-decreasing lake, and from that point, when landed, had, by a land conveyance of seven miles across the Desert, to be brought to the army.

The communications had to be carried by daily-increasing detachments, and proved, as will afterwards be seen, the chief cause of subsequent misfortunes. In the evening it was determined to move forward; Lieut.-Colonel M'Leod, with the Light Battalion, and a detachment of the 78th, and two 6-pounders, formed the advance guard. He was to gain the heights above the village of Elko, if possible, but otherwise to take up an intermediate position, and proceed to that place early in the morning, to secure the copious wells there to be found. Elko is distant from the caravansera about six miles, but through heavy sand, greatly impeding a march, especially when accompanied by artillery: the Lieutenant-Colonel met with no opposition in this movement.

General Stewart's instructions were not to assault Rosetta, but by the force of artillery to compel the town to surrender: it was, therefore, necessary at once to bring forward all our ordnance, in order that an immediate effect might be produced. Accordingly four 6-pounders with

ants reached its left bank they were on an equality with the defenders, in some places superior. The length was about two miles, which, taken with the facility of being turned, gives a just idea of the defensibility of El Hamet, if seriously attacked.

Major de Vouberg was, with 300 men, ordered to occupy the post, whilst the advance was directed on the heights, to march by them and the town of Abamadour upon Rosetta. Near to the town, there being the appearance of banks being thrown up, observed also by the former expedition, resistance was there expected, but none was offered, and the high grounds down to the Nile were occupied by the advance.

These heights by no means command the town, as had been represented; and to establish batteries with effect it was necessary to approach much nearer, and occupy the undulating sand-mounds that surround it. These knolls are in some places superior to the town, but not uniformly so; on the right they are most elevated, and more abrupt—one pinnacle hill, in particular, overlooks the town, generally, though not the mosques and higher buildings.

[To be continued.]

A VISIT TO PLYMOUTH SINCE THE PEACE.

"Flown is the hour of triumph! Hamoaze lifts,
Still lifts its flag, wild streaming on the gale;
But all the gallant show of war is passed.

"Is she not beautiful! her graceful bow
Triumphant rising o'er the enamoured tides,
That, glittering in the noon-day sunbeam, now
Just leap and die along her polished sides.

"A thousand eyes are on her; for she floats
Confess'd a queen upon the subject main;
And hark! as from her decks delicious notes
Breathe—softly breathe—a soul-entrancing strain."

CARRINGTON.

When stationed at Plymouth, some years since, I received an invitation to pass a couple of days in the house of a widow lady, who resided at the distance of some miles from that place. I had known her and her husband at the Cape of Good Hope, where the latter had been sent by his medical advisers for the benefit of his health. He was in the Civil Service of the Company, and in a situation of high trust and emolument. They arrived at the Cape early in June, the commencement of the winter there; the great change from the relaxing climate of India had an immediate effect on the constitution of the invalid, and, being assisted by very good medical aid and exercise, the disease was to all appearance completely subdued, and Mr. D——r became impatient to return to his station; actuated a good deal by zeal for the service on which he was employed, and perhaps not a little by private views of increasing his fortune: in fact, he returned to India some weeks before the expiration of his leave of absence.

I had been introduced to him by a letter from a friend, a King's officer at Madras, had become intimate with him during his stay at the Cape, and afterwards kept up the acquaintance by occasional correspondence.

Not long after his return to the East he was joined by his eldest son and two daughters, who had been sent early to England for education, along with a younger brother, who still remained in this country. This addition to their family was received with great delight by Mr. D——r and his wife; but their joy was soon overclouded by the illness of their eldest daughter, who sunk under the relapse of a rheumatic fever: while the eldest son, who came out as a writer, was also carried off. He had joined a party at a tiger hunt; the elephant he was on chanced to be in the front, when the object of the chace, being hard pressed, charged the leading elephant, and made a lodgment on his shoulder. Young D——r, in the agitation of the moment, endeavouring to strike the animal with a spear, struck it through his own foot: every care was taken of him, but mortification took place, and closed in a short time his Indian career.

The anxiety caused by these events most probably tended to reproduce the disease that had been only partially subdued, and in a short time it was declared that he should again change climates; but he postponed doing so, in order to complete the time that would entitle him to full pension on retirement.

Prometheus chained to the rock is not a bad illustration of an Indian under the circumstances I have related; if it is not a vulture gnawing his liver, it is something quite as bad. Mr. D——r was a dying proof of this, as, after several alternations of hope and despair, he closed his earthly journey, or voyage, the day the ship made the "Land of the Lizard."

His widow having paid all proper honours to his remains, and settled her worldly concerns in London, had passed, with her daughter, a year in visiting different watering-places; until, tired of this vagabond life, she had purchased what Coleridge calls the "Devil's delight"—a cottage *ornée* in Devonshire—where she was now joined by her surviving son, who had passed through Oxford, but without the honours.

I arrived about half an hour before dinner, was received with great cordiality by my hostess, and was shown by a servant to my place of roost, which in some measure deserved that title, as it was like a sparrow's nest, opening on the thatch. On returning to the drawing-room I was introduced to the other guests—a baronet of those parts and his lady; a Mr. P——z, a reformed Jew, his wife, daughter, and son Joseph; a physician from Exeter; the curate of the hamlet, a considerable dandy; and the late Captain H——n of the Navy, then in command of one of the guard-ships in Hamoaze. In enumerating the guests, it would not be fair to omit a Miss Margaret B——n, who was on a visit with the mistress of the mansion, and was first cousin to her late husband; she had arrived only the day before, and I must give her credit for being one of the most curious specimens of the tribe of ancient damsels I had ever met with. She had lost her parents some years since, and had soon afterwards associated with another spinster in nearly similar circumstances. They carried on their joint-stock old maidenhood in a cottage at Twickenham, from whence they seldom diverged above a mile.

It might have been supposed that this secluded sort of life would produce a certain degree of shyness; but there appeared no signs of *mauvaise honte*, and the tongue of the spinster seemed inclined to make

amends for its long inactivity. Having enacted the part of Lady Bountiful in the vicinity of Twickenham, she was delighted to be seated near a medical man of some repute, and soon overwhelmed her neighbour with questions about whitlows, sprains, opodeldoc, and friar's balsam. In order to stop this current of speech, the doctor asked the fair one to drink a glass of wine, and, as he swallowed it, he inwardly ejaculated against old women, basilicon plaster, brown paper, and vinegar. The ceremony of drinking wine suggested to Miss B. to ask the Doctor which he thought the most wholesome kind: this was mounting the medico on his hobby, as he had some idea of publishing a treatise on the subject. He ran over all the wines he had seen or heard of, and finally decided in favour of Rhenish; much to the surprise of his maiden neighbour, who declared she thought it nasty sour stuff. "There you mistake, Madam," said the Doctor; "so far from its being sour, it is almost the only wine that cannot be turned into vinegar."

"Pray, Doctor," said Mrs. D——r, "how did you find Lord M——, to whose assistance you were called in?"

"Rather a serious case, Madam," said the Doctor; "he had received an accidental wound when out shooting; there was considerable fever, and at one time I rather apprehended *tetanus*."

"Bless my heart!" said Miss B——n. "Has Lord M. been in danger of tape-worm—the horrid monster I once saw in a bottle?"

This sally produced a general laugh, and Æsculapius rather winced under it, as supposing it might partly arise from his using a technical term; he therefore put on a very serious countenance, and informed Miss Margaret that *tetanus* did not mean tape-worm, but locked-jaw, vulgarly so called; and he thought it a disease that might do *some persons* much good.

Mrs. D—r, seeing the awkward turn things were taking, changed the conversation, by asking Captain H—— what news there was from Plymouth. He answered, it was one of his reasons for being where he was: the first was, to do honour to Mrs. D—r's kind invitation; and the second, to request the favour of her company, her family, and guests, at a ball he meant to give on board his ship. Two German princes were expected at the beginning of next week, and a branch of our own Royal Family. There was to be a ship-launch, a review of troops, an assembly of the Yacht Club, and finally the ball aforesaid. He said that the Admiral's lady was his relation, and would be happy to show every attention to the ladies of the party; and should have been glad to have received them under her own roof, but the house was full. The Captain said he would, if permitted, bespeak apartments at the hotel. The invitation put all the party on the *qui vive:* the Baronet and his lady pleaded a previous engagement; the Doctor, his professional duty; but the rest accepted the challenge with acclamation. Captain H—— returned to Plymouth the next day; and I remained till the following morning, being, in common with the rest of the party, highly amused with the different sallies of the spinster guest, and the innocence of her confessions.

During the illness of her chum (if such a phrase may be applied to a female), the dinner department had fallen under her temporary jurisdiction: she had ordered a knuckle of veal to be roasted, and directed the

fillet to be salted, taking it for beef; until the cook interposed and prevented the atrocity. She had an experimental hot-bed, in which she had sown pearl barley and sago, for the benefit of the sick poor; and was all astonishment that they had never come up.

We promised ourselves much amusement from her remarks on what she should see at Plymouth. It appeared that, although she had been occasionally in London, she had never run down her longitude far enough to the east to see a ship. She had heard of a Richmond steamer having come up so high as Eel-Pie Island, with a cargo of cockneys, aided by a high spring-tide; but this astounding event she was not witness of herself. The largest species of craft of which she was cognizant were the river barges that she had frequently seen enter and emerge from Teddington lock; therefore her mind, on the subject of ships and shipping, was nearly a *tabula rasa;* all she knew on that, as well as many other subjects, being derived from the pages of the *St. James's Chronicle*, which her partner in cottage life received occasionally from a friend, sometimes when it was a month old.

On the appointed day Captain H. and myself were in attendance on the steps of Wildey's Hotel, and in a short time the carriages drove up to that edifice, which looked like a solid parallelopipedon, hewn out of the rock on which it stands, and painted *al fresco* with yolks of eggs. Like Hamlet, however, it had "that within which passeth show;" and the party soon found themselves comfortably lodged, and the dinner nearly ready to be served. I learned from Mrs. D—r that on their near approach to Plymouth, Miss B—n had asked what the poles were that she saw sticking up above the houses: she had been informed that they were the masts of the ships—she had made no further remark; probably "chewing the cud" of reflection on what she had heard. During the progress of the repast Captain H—— gave the company a *programme* of the different arrangements of the week, which would commence the day but one afterwards; and, in the interim, he proposed having his barge ready the next day after breakfast, to have some *lionizing* on the water: all this plan was well received, by the juniors with delight, and it engrossed almost all their thoughts and conversation.

It chanced that at dinner Mr. P—z was seated next to Miss Margaret B—n, who had rather taken a fancy to him. She found him ready and obliging in answering her manifold questions, and she considered him a very good tempered, well-bred person, to whom she was bound to be very civil. Previous to her first meeting him in the country, Miss D—r had informed her that he was a "reformed Jew." The real import of this phrase the spinster was ignorant of, and conjectured that Mr. P—z had been a naughty Jew in his youth, and was now come to a sense of his errors. The saying of "a reformed rake making a good husband" was familiar to her, and she had heard that Mr. P—z was exemplary in his conduct in his matrimonial capacity, and was a kind and indulgent parent. She, therefore, in her own mind, put the Jew and the rake in the same category, never doubting that the former still adhered to the religion of his fathers.

They had scarcely been seated when she asked her neighbour if he had seen the 'History of the Jews,' and received in answer what might be called a snubby—"No!"

"Dear me," she said, "she was surprised at that; it gave such a fine character of his countrymen. How bravely," she said, "they

defended themselves against the Romans. Pray," said she, "are you a Samaritan, or of the tribe of Benjamin?"

Not having any answer to these pleasant questions, she continued:—"On recollecting, however, that your name is not one with which I am familiar, perhaps you trace your descent from the lost tribes that Mr. Wolfe is hunting for in the East?" Her astonishment at receiving no reply to these queries could only be equalled by seeing her neighbour help himself to a slice of ham. "Ah," said she, "I see you are fond of ham; I suppose you have got a dis—I beg pardon—permission—to eat it." Now it was one of the points of conformity that Mr. P—z liked to bring prominently forward his attachment to the unclean beast; and in nothing was he more ready to show his attachment to Christianity than in his love of pork. He, therefore, answered directly, that he liked ham very much; that he took great pains in curing his own; that he was also very choice in his breed, of which she might judge herself if ever she came to Fair Oak. He concluded by saying that he had just sent a couple of his best Chinese to Captain H——, and they were now on board his ship. "A couple of Chinese!" thought Miss Peggy to herself; "what can they be for?" "Oh," continued she, in her self-communing, "they are, I suppose, to make the tea at the ball."

At eleven the next day Captain H—n's barge was lying close to that ancient edifice the Victualling-office, under the Citadel; and in a few minutes more the ladies, with a *quantum suff.* of shawls, cloaks, and furs, were seated in the stern-sheets, and the boat was pulled out merrily towards the Sound; the water was quite smooth, and, as a Frenchman would say, *le temps superbe.* On clearing the point of the Citadel Miss Margaret, pointing to the Sound, asked Captain H—— what the object was she saw in that direction? "That is a frigate at anchor." "Dear me," she said, "and is that a frigate? What a little thing it looks." "You forget, Madam," said the complaisant Captain, "the distance between us, and farther, that it is reckoned one of the perfections of works of art to appear less than what they really are." "And what is that black line I see beyond?" "That is the Breakwater." Here also her anticipations were deceived; and even after passing close to the frigate, and standing on the platform of the Breakwater, her ideas could not be rectified; she could not form any idea in either case of the mass concealed by the sea.

After purchasing seals and trinkets made of the Devonshire marble, the masses of which form this great barrier to the power of Daddy Neptune, they proceeded to view the large reservoir for water, constructed at the eastern entrance of the Sound.

The workmen were still employed in completing the embankment, &c.: the space intended for the reception of water was yet unoccupied, and gave a better idea, perhaps, than if actually filled, of the quantity it might contain. This work was one of the greatest improvements in the vicinity of Plymouth: formerly the shipping in the open roadstead of the Sound, and the more sheltered but distant anchorage of Cawsand Bay, received their water from a reservoir in the Tamar. In gales of wind in the winter there was often no communication for days; and ships, after riding out a south-wester, and wishing to go to sea when the weather moderated, were still obliged to lose a day waiting for a supply of water.

The usual conclusion to an excursion of the nature such as I have endeavoured to describe was a visit to Mount Edgcumbe. This place has been so well illustrated in prose and verse, and proof impressions, that it would be superfluous to say more than my own opinion is, that it owes its principal attractions to its peculiar situation, and to contrast. No one can deny that it possesses considerable beauty, but I shall be allowed to suppose that it might be planted in one of the many charming valleys of Devon, or Somerset, the Vale of Evesham, or any other rich and cultivated district, and probably it would be passed without drawing particular attention; but, placed as it is, it forms a sort of *oasis* amidst the surrounding desert ranges of naked and barren rocks. Facing it in the most distant point of view is the range of hills extending from the east entrance of the Sound to Catwater, beaten for ages by winds and waves, scarcely exhibiting a vestige of vegetation; in the nearer foreground are the town and fortifications of Devonport, Mount Wise, the naked island of St. Nicholas, and, until lately, the sterile and rocky promontory projecting from Stonehouse. This last had lately undergone a complete change: the whole mass of stone looking inwards to Hamoaze has been levelled, to form a Victualling-yard, and a range of storehouses built, excelling in external appearance, and internal space and arrangement, any thing of the kind in Europe. Their perfect adaptation to the purpose for which they were built will strike more forcibly those who recollect the ancient Victualling-office, stuck on to the base of the rock on which stands the Citadel, something in the fashion of a swallow's nest.

After inspecting the mansion, about which there is nothing remarkable, the party strolled through the gardens and grounds; and in one of the most picturesque spots they seemed to stumble, as if by accident, on a cold collation spread on the grass, which the forethought of Capt. H—n had provided. Such surprises are always agreeable, and the amusement was much heightened by the attempts of our excellent friend Miss Margaret, to be seated on the grass with proper decorum. After the repast the walks were resumed until all the territory was explored, when they again embarked to take tea with the hospitable Captain, on board his ship, and make inspection thereof, which completed a day of much interest to all concerned.

The following morning the carriages were at the door to convey the party to Devonport:—all honour to the citizens for giving it that name. Its former designation gave it an air of subserviency to a place to which it was nearly equal in population, and superior in situation. The words in themselves, "Plymouth Dock," were not so bad, had they not been, as I have hinted, "badly sorted;" and then, with that English abhorrence of three syllables, when one will serve the purpose, the place was, in its own neighbourhood, not known by any other name than "Dock" —*tout court.*

Now this, beside the cacophony, would not be quite so intelligible to strangers. A man saying he was going to "Dock," might be supposed to mean that he was either going to dock a horse, or extirpate weeds from his cabbage-garden. The word Devonport could not, on the contrary, be cut down from its fair proportions, by any process of clipping.

On arriving at the Dockyard gates, they learned that Royalty and the *Principalities* had preceded them; and, although they took pains to

prevent clashing, they came in contact in front of the ship that was to be launched in the evening. The foreign *illustrissimi* seemed to imitate the reported conduct of the North American Indian chiefs, who think it adds to their consequence not to appear surprised, under any circumstances. Some things in the Dockyard must have appeared novel, but they were all regarded with the same general air of *nonchalance*. The Master Attendant, in zeal for the honour of the Yard, begged to call attention to the sheds for covering the ships in progress; when one of the Arch-Dukes cooly said,—" Yes, they are well constructed, but you have borrowed the idea from our arsenal at Venice, where they have been long in use."

The ideas of our spinster friend had been considerably enlarged on the subject of ships when she had observed the busy hive on board Captain H—n's ship, and had become acquainted, in a certain degree, with many of the items that go to make up the grand total of a man-of-war. Still she had not formed any idea of the great mass below water, until she stood in front of this great pile of timber, and was told that its dimensions did not exceed those of the ship she had been on board of the preceding day. I think the ideas of many persons will coincide with those of this maid of Twickenham; for my own part, I can say that, accustomed as I had been in my boyhood to see ships and vessels of considerable size and burthen, I was much disappointed at the sight of the first ship of war (a frigate), which fell infinitely below my ideas on that subject. As was observed by Captain H—n, the general symmetry diminishes the apparent magnitude of the parts, and it is perhaps only in a dockyard that one becomes well acquainted with matters in detail. The anchor, that appears like a trinket at the bows of a ship, looks a mighty different affair outside the forge-house; and, in this view of the matter, contrast the mainmast of a line-of-battle ship in the mast-house, and when it is fitted on board.

Our friends proceeded—start not, sensitive reader—I am not going to give you a *catalogue raisonnée* of all the multifarious objects in Her Majesty's Dockyards, or to write a guide-book; but, after having glanced at these different wonders, they proceeded " to the place from whence they came," to eat an early dinner, and return to see the ship launched.

The Admiral and his lady had left their cards previous to the arrival of the party; and they now found an invitation for the gentlemen to the Admiral's public dinner the next day, and a desire for the ladies to join Lady D—— in the evening, and all proceed together to the ball on board the O—n. This invitation caused a little discussion: our clerical friend was engaged to dine with the Rector; the two young men were alarmed at dining with the *big-wigs;* so that only the *ci-devant* Jew and myself agreed to fulfil the male part of the invitation. This matter arranged, dinner was swallowed, " time and tide waiting for no man," and we returned to witness the launch of the ship at high-water.

Although of frequent occurrence, few sights create more interest in this country than the launch of a ship. The present differed little from preceding ones. There was a gallery all round, filled with well-dressed spectators, principally ladies; and at the extremity, opposite to the bow of the ship, an elevated platform for [illegible]s; in front of them, and nearly touching the head of t[illegible] andsome chair, in which was seated the Admiral's la[illegible]dance the Flag-

Lieutenant, who, after the shores were struck away and the first tremulous motion appeared, giving notice that the mighty mass was about to move by its own weight, handed the bottle to the lady, who dashed it against the bows, and pronounced the name of the ship. As the newspapers say, she glided into her native element majestically—the ship I mean, not the lady—amidst the cheers of the assembled multitude. The evening concluded at the theatre, which, with the ball-room, is under the same roof with the hotel, and form what Jonathan would call a block of buildings.

The next morning was devoted to a voyage up the river. Every one has been or ought to have been up the Tamar: they may depend on it that, if they have a fine day and a good luncheon, they cannot pass anywhere the time more pleasantly; the only uneasiness I suffered was, that we should be late for the punctual hours of the Admiral. When I called for my friends at the dinner hour, I found P—z with the ladies, and the moment afterwards the smart little curate entered, dressed for the evening, and redolent of the sweets of the toilet; at his appearance he was addressed by Miss B—n with the question if he was a sheriff? "A sheriff, Madam!" exclaimed the clerical beau—"what makes you think so?" "Why, you have got a gold chain round your neck, and the only person I ever saw with such a thing was one of the sheriffs of London; his chain, to be sure, was much larger; but perhaps you are a country sheriff, and wear a small one on that account." Glancing her eye from this part of the person, it rested on the hand of the curate. "What a handsome ring that is on your finger!" she continued: she had struck for once on the right key; Mr. A—— was rather vain of his rings, and, turning his hand about to show it off, he said in a deprecating tone, "Why, my dear Madam, that is merely a shooting ring." When we had got into the carriage he said, "What a troublesome impertinent old cat that Miss B—n is." "I grant," said I, "that she showed a little of the claws on the subject of the chain, but it appeared that in the matter of the ring it was *patte de velours*."

The gay curate deposited P—z and myself at Mount Wise, and went on his own dinner errand. We entered a drawing-room half full of blue and red coats, but not a single petticoat: this was an official *feed*. When it was announced, we filed off according to dates of commission. If there should ever be such a thing as a mixed Court-martial, this dinner would give a just idea of it: if P—z, the only mufti present, had been seated at a little table by himself, in shape of a Judge-Advocate, the picture would have been complete. However this practice may be consistent with propriety and etiquette, it has small tendency to sociability; the persons coupled off by epaulettes are often strangers to each other, and have to open conversation with its rudiments, that scarce ever goes beyond technical or professional subjects. In the present instance the talk seemed to languish very much, and to be sent forth at intervals like minute-guns. Disjointed phrases might be heard from individuals: "Great strain on the chain-cable"—"Fine howitzer practice"—"I always have my Adjutant to see to that point"—"She has brought a fine freight from Vera Cruz"—"Were you at guard-mounting yesterday?"—"The matches of the Yacht Club are all made"—"I hear the review is postponed."

The Admiral tried in vain to make the conversation general, and then turned to P—z, who sat on his left hand—"I think, Sir," said he,

I met a namesake of yours at Trinidad." "Very likely, Sir," was the reply: "I suppose it was my brother." "Really," said the Admiral, "I received much civility from him during my stay, which I recollect with pleasure."

In fact P—z was descended from one of the Spanish families of Jews. When the persecution commenced in the Peninsula against that unfortunate race, they almost all conformed, at least externally, to the Roman Catholic religion, and great numbers assumed the names of Spaniards, which will account for the many instances now familiar in this country in Jewish families. The Inquisition, however, was too prying for many; and they migrated, some to Spanish America, and others to the colonies. The ancestors of P—z had removed to Trinidad. When that island was ceded to England, one of the brothers remained there to carry on the traffic *sub rosa* with the Spanish Main, and my present acquaintance had come to London to keep up the chain of connexion. The brothers both made their fortunes in this branch of commerce.

The entrance of coffee seemed a general relief, and we hastened to join the ladies, whom we were soon ordered to escort to the boats, Lady D—— having offered her services to officiate for Captain H—— in the reception of his guests. The night, though clear, was dark, our guide being the dim sort of light that seemed to rise from the deck of Captain H——'s ship. On arriving on board we were much struck with the gay appearance, although produced by the simplest means: the upper deck had been cleared of all encumbrances, and was as white as scrubbing and holystone could make it. The whole extent was covered, fore and aft, with the flags of all nations, which also formed the side walls of this aquatic ball-room. A covering of canvass was spread over this, as protection from the weather; sundry martial emblems, as stars of bayonets and cutlasses, adorned the fore and mizen masts; while wreaths of evergreens concealed the stays or any other objects that were not screened by the flags. A spiral orchestra was formed round the mainmast; while the band of the Marines was stationed on the poop, and played during the intervals between the dances. The breek of the poop was ornamented with transparent devices, and the cabin within divided by bulkheads, one part forming a card-room, and the other a cloak-room for the ladies.

At ten o'clock a rocket from Mount Wise announced the departure from the shore of the Royal Duke and foreign princes: their approach was hailed by cheers from the different ships; the decks were lighted up with lanterns and blue-lights burnt at the bowsprit, yard-arms, &c. Dancing immediately commenced, and continued *con spirito*. I was glad to see that our two young female friends attracted notice, Miss D—r and Rebecca P—z each having had the honour of the Austrian waltz. The seniors were either established at their rubbers, or seated as dowager-inspectors over the dance. Miss Margaret was therefore almost the only one not employed in some sort of activity. She was then in that debatable portion of ancient maiden's life when she thinks it proper to leave off dancing, or rather when dancing leaves her, and she thinks she is still too young to dwindle down into a regular card-player; therefore her present position was not very agreeable: had she been in any degr a supper was in preparation, nothing could have prev ssistance in laying it out—it was a hobby, or rath er, was seldom gratified.

Once, at a ball at Richmond, she was so intently occupied in this way, when concealed by a great pyramid of confectionary, that the waiter left the room, and locked her up; she remained nearly an hour prisoner, the bell-pull having been broken, and, although she thundered at the door, the noise was not heard. In the present instance, she was quite at a loss whether the ship she was in was the same she had been on board of two days before; in that she was quite certain she had gone down at least one flight of steps, but now there were apparently no means of descent. In this dilemma I met her hovering near the gang-way, when she said, "Pray, is this the same ship we were in some days since?" "Certainly," I said. "And is it hollow beneath where we stand?" "Yes," said I; "the main-deck is below, and I would not wonder if something good was brewing there for our advantage presently."

I guessed this was enough to awaken her curiosity: away she scuttled to the poop-cabin, searched all over the cloak-room, and then peered over the deck in the card-room with such eagerness that some of the card-players asked if she had lost anything. She then returned to look about on the quarter-deck: the hatchway here had been covered with a large circular ottoman, on which were seated P—z, his wife, and sundry other spectators of the dance. Balked in her endeavours here, she looked out sharp before the main-mast; but the main-hatchway had been shut with the gratings and some canvass; over it was spread a carpet, and on this were sofas, ottomans, chairs, &c.; there only remained the fore part of the ship, and to that she fought her way through all manner of quadrilles. Here she had nearly made the required discovery, as the fore-hatchway remained open to send up refreshments that were served out in a temporary pantry fitted close to it; it chanced, however, at that moment all the servants had congregated round this spot for a fresh supply of negus, &c., and effectually impeded the view of the entrance to the regions below.

Returning with something of a disconsolate spirit, she met the dandy curate. "How comes it," said she, "you are not among the dancers?" This address alarmed Mr. A—n considerably, as it looked very like a challenge: he immediately said, that he thought he should have been fond of dancing, but that he had been debarred, having been born with three bones in one of his legs. "Dear me!" said she, "I wonder you don't have it sawed out!"

Thence she directed her steps to the seat on which she had seen P—z and his wife: the latter, on seeing her approach, and having some dread of her tongue, glided off to the card-room. Miss Peggy took possession of her seat, and, wishing to say something complimentary, she asked P—z if he did not think that Solomon would be surprised, if he was alive again, to see such a sight on board ship. "Not at all," was the reply; "I dare say Solomon was on board of fifty ships-of-war in his time." "Bless me!" said the spinster; "how could that be?"

P—z, who had been watching his daughter dancing with a gay Lieutenant of the Navy, had not missed his better half from his side, and thought that the remark came from her; he gave the answer naturally enough, as Solomon had been an old crony of his, and prize-agent's agent at Plymouth; but the sound of Miss Peggy's voice on

her rejoinder brought him to his recollection, and he begged pardon of Miss B—n, not knowing it was to her he spoke—but he did not clear up the mystery about Solomon.

"How well your son dances!" said Miss B—n, "and how I like his name! Nothing gives me greater pleasure than to read the history of Joseph and his brethren; but I hope your son Joseph will never be assailed by any naughty Mrs. Potiphars. Pray, who is that he is dancing with?"—(a Miss T—e, the daughter of a Surgeon in Plymouth)—"What a beautiful creature she is!" said the spinster. P—z seemed to think that his son was of the same opinion, which did not give him particular pleasure; and at that moment he would not have had quite so bad an opinion of Mrs. Potiphar. Seeing the attack of the spinster about to be renewed, he bolted, and joined his wife in the card-room.

Soon after twelve a gong was struck—the Marine band played "God Save the King"—when three or four of the servants removed the circular ottoman already alluded to, and discovered a well-lighted and carpeted flight of steps leading to the main-deck, where was displayed a splendid supper. The Royal guests were placed at a table a little separated from the general line, where the different guests seated themselves as they descended with their partners. The viands were excellent, and Champagne in profusion. The dance was afterwards renewed with great spirit, until the "jocund day" showed he was ready to light the company to their respective abodes, where, however, their repose was not to be of long duration, as the sailing-match of the yachts, which was to close the gaieties of Plymouth, was to take place early in the forenoon.

This kind of sport can only be well appreciated by those who have an interest in the vessels—it is mighty dull-work for shore-goers; it may chance, if they are alert, that they may see the start, but their patience is put to a considerable trial if they wait the coming-in. The party I was engaged in embarked on board Sir H— H—'s yacht, and stood out with the competitors for the prize; they rounded the Eddystone, and returned—the ladies declaring, of course, that they were delighted, but I believe very happy when they found themselves on shore.

There had been an invitation for all the gentlemen of the party to dine with the —th Regiment, but only young D—r and the junior P—z seemed inclined to join me. As the regiment had recently returned from abroad, had just received their new mess-plate, and intended to do honour to their Colonel, who had been recently appointed—as I knew also that some of the Yacht Club, and one or two sporting men, would be of the party—it was not difficult to foresee that it would be a wet night; I therefore gave my young friends warning. D—r was not alarmed for the result, as he had been pretty well broken in at sundry *winceings* at Oxford; and the other youth promised to be on his guard.

On arriving at the barracks we were saluted by that ancient and respectable air, "The Roast Beef of Old England," performed as a solo on parchment, and were shown into an apartment that served as an ante-room; it was too bad for any one to inhabit, and had been put to this use—as the idea of a reception-room to a mess would have overturned the philosophy of all barrack-boards, past, present, and to come. This spare quarter, as it was called, gave me a good idea of the Calcutta

black-hole, so thickly was it stowed; but there is one little advantage about being packed thus like herrings in a barrel—it takes off all formality, and one gets relieved from this sort of stew with feelings of good-fellowship.

The dinner itself was in a long, low, narrow room, but looked, with its fresh covering of shining silver, a gay affair. These metallic thatches covered a goodly show-out of provisions—*les pièces de résistance* forming the most prominent part; every one seemed to set to with alacrity, and for some time no sound above the clatter of knives and plates was heard, except—"Montague, a glass of wine,"—"Baillie, a glass of wine with your friend,"—indeed, if the *friends* had filled their glasses each time they received these invitations by proxy, their business would have been settled before the cloth was removed.

After dinner the President gave out that we should drink a few bumper toasts, and then it was "liberty hall;" these few amounted to twelve—not a bad allowance to represent a wine-merchant's bottle. This dose, taken inwardly, as the doctors say, *pro re nata*, has a marvellous effect in loosening the bonds of speech, and the talk waxed loud and strong. The President seeing things ripe for a song, cast his eyes around for a call, and seemed much disappointed at missing some one. "Where," said he to one of the youths, "is your friend O'R—y?"

"He is on a fatigue-party, Sir," said the juvenile; "but, I dare say, will be here shortly."

The waiter, overhearing this query, gave notice that the person inquired for was at that moment "snapping up a bit of dinner" in the ante-dungeon before mentioned.

"You know O'R—y?" said the President to me.

"Of course," I said; "he is well known in his regiment and garrison, and only stands next in fame to M—e Q—ll, of Peninsular celebrity. It was only two days since he was on guard, and, knowing that the Field-Officer of the day (Major B—) was very punctilious about duty, particularly when he himself had a good allowance of wine, O'R—y prepared himself for the night-visit. 'Who comes there?' 'Rounds.' 'What rounds?' 'Grand-rounds.' 'Stand fast, grand-rounds; advance, serjeant, and give the countersign.' 'Edgcumbe.' 'Advance, grand-rounds.' When the dialogue between the Major and O'R—y went thus:—'Is your guard all present?' 'Yes, Sir.' 'What is its strength?' 'A serjeant, two corporals, and eighteen privates, &c., myself to boot.' 'How many sentries?' 'Four by day and five by night.' 'Have you visited them frequently?' 'Yes.' 'Any prisoners?' 'No.' 'Anything extraordinary?' 'No.' 'What is the parole?' This appeared to be a poser: after a moment's reflection, the catechumen looked up in the face of the catechiser, with one of his queer faces, and exclaimed—'By J—s! you have me there!' This answer, and the mode it was delivered in, could not be resisted, and the grand-rounds proceeded without delay; as O'R—y himself said, he 'dispersed the *philosopher* in a *jiffye*.'"

This anecdote, being in character, seemed to amuse the auditors. Shortly afterwards, the subject of it made his appearance, room was made for him at table, and he swallowed *instanter* a couple of bumpers of claret, as he said, to keep the broiled turkey *aisy*. One or two songs were sung, and in his turn it came to O'R—y. "Sure, Mr. President,

it's myself would be the one to give you a song, but I have made myself so hoarse shouting to the fellows on the *fatague* party, that I haven't a note in my whole carcase. I could give you a story if you wish; or maybe you would like a sermon." "Oh, a sermon, by all means, Bob," was the cry of half a dozen. "What shall it be then—a *Romany*, or a *Methody?*" "Oh, a *Romany*, by all means." Having swallowed another bumper to clear the way, and having screwed his countenance into an expression impossible to describe, the *preacher* proceeded as follows:—

"So, then, you are all now expecting, I suppose, that I shall haver and palaver ye, and come Mother Delany over ye, who had a tongue that would come over the very devil himself; but before I speak one word to ye, I will be after telling you, first and foremost, that you are all (except some of you who I see is not here, that would be after giving me these brogues) a parcel of brats of the devil's own nursing. Secondly, you have not a morsel of goodness in ye, half as big as a Scrogneen potato. Thirdly, and lastly, you don't care what becomes of your poor souls; for though you come here with your wincing and whining, and to thump your craws, you are thinking whose throat you shall cut next; nay, very likely you may cut mine before the next time I celebrate mass here, you are such a bloody-minded, bog-trotting, set of thieves, ye; for, devil fire me, but I dare say it was one or other of ye that kilt poor Tady Ralin O'Gough upon the blind quay, when, if it had not been for Jemmy M'Gee and myself, the poor fellow would have lost his life becays of it.

"But you will be after doing these things for all I put you in mind of them never so often; but you will go to the devil, as the Methodists say, whether or not, so it does not magnify your howling and wouling about it, for who is to find you in absolutions and indulgences for nothing at all at all; if *I* do, may the devil his own self stew me in Peg Ganahoe's fire-pot! But why needs I be bothering you about the devil, when you don't know any more about him than the Pope of Rome or Lord-Lieutenant of Ireland, or nobody at all at all?

"But as I have already said something about that mister devil, I will be after telling ye a little more about him, that ye may know him the next time ye see him, or have anything to do with him. As nobody was never after seeing the devil, there is no knowing what colour he is of. Arrah, my honeys! the devil is a great big ugly son of a ——, with a pair of eyes bigger than his whole carcase put together; a great big tail like a shillelagh-tree, which he dabbles in the water and whisks about your eyes, so that you can't see what you are talking about, and so you splutter out all manner of balderdash; then sometimes he is black, and sometimes he is white, and sometimes he is——Arrah, you Pat Mahoney, up in the corner there! aren't you ashamed of yourself to be pulling the girls about while I am preaching. I suppose you thought I could not see you becays I was looking t'other way. Devil fire me, but you have put me out—Oh, now I recollect—Sometimes he is black, and sometimes he is white, and sometimes he is green, and sometimes he is blue, and sometimes he is all manner of colours, and sometimes he is no colour at all at all, just as it suits him; and then for jumping, the devil his own self can't match him for that, for he'd think no more of takin[illegible] leap from Mr. O'Flaherty's, in Tip-

perary, to Mrs. O'Shaughnessey's, in Enniskillen, than I should of peeling a praty or taking a noggin of usquebaugh.

"I have put you all a bit upon your guard about that same gentleman in black, and I will now be after telling you a bit of my mind, that if you don't come down with the tribute for the Libratur, you will have him close at your heels. How can I find words to express myself about this greatest of men? You may travel from *Dan* to Beersheba without meeting the likes of him. *O*, I do beseech you to listen to what I say—*Con* over all my lessons to you about charity and brotherly love, and do not let *Nell*, or any other woman, prevent you coming forward to support the tried friend of Ould Ireland. If you do, as I tould you, you will have the devil at your heels; and if you escape him, you will get no farther than the half-way house, purgatory, where the devil a drop of good whisky you'll get, I can tell you that for your comfort. I could tell you all that by the manes of Scripture, but only you are not to understand the Scriptures except through me your spiritual guide; but, having been talking to you about purgatory and other places not so dacent, I will liken it to you by some similitude. You all know Mr. Harrison's house: when you go in, the parlour is on the right, the kitchen on the left, and the hall in the middle—now the parlour is heaven, the kitchen is hell, and the hall is purgatory, where Peg Trantom stands with an iron flail, and never was penance inflicted by father-confessor equal to the basting she'll give you according to your sins; still, that is better than roasting in the other place; and sure isn't it one of the comforts of our true religion that you have a resting-place on the road, though it should not be very pleasant? It puts our Catholic, the apostolic church, far above all others; and how much she is so I will again liken to you by similitude. There is the curd of the cream-cheese, which I do compare to the high and mighty church of a Roman Catholic—put it to the fire, it will sweat with shame, it will shine with grace, and drop with perfect glory. There is the curd of the new-milk cheese, which I do compare to the high church of an Englishman—put it to the fire, it will sweat with shame, it will shine with grace, but never drop with perfect glory. Lastly, there is the curd of the skim-milk cheese, which I do compare to the black and damnable church of a Scotsman—for it will neither sweat with shame, nor shine with grace, nor drop with perfect glory, but will burn black to damnation, my dear friends. So I now conclude, wishing you all a blessing!"

Many were the thanks bestowed on the preacher, added to the hearty laugh occasioned by his doctrine. Songs were again put in requisition: glees and even choruses were attempted that would have made Sir George Smart shake his head the wrong way. Devilled biscuits and a fresh batch of claret gave new stimulus to the mirth, which became loud and noisy, but was finally drowned by the entrance of the band and drums, that paraded round the table in endless file, playing the "British Grenadiers." It was under this storm of sweet sounds that my young friends and I made our escape; and, as we thought we saw two lamps where only one existed, each one thought it time to repair to his perch. The departure of our friends the next morning finished the visit to Plymouth. W.

SKETCHES OF MILITARY LIFE IN INDIA.

BY A QUEEN'S OFFICER.

No. VII.

BURAMPUR, as a military station, is on the wane. It has obtained the character, although I know not how justly, of having an unhealthy locality. Some European regiments have here suffered a heavy mortality; but, if I were to speak from personal experience and observation, I should give a more favourable report of the climate than is usually heard.

During the period that the regiment to which I belonged was quartered in Burampûr, the men were generally healthy, and the loss by death comparatively light. Perhaps this may in part be attributable to successful medical treatment, and to the improvements which have taken place in draining the country in the immediate vicinity of the cantonment. The latter is situated on a very low level: during the rainy season, when the river rises to its utmost height, the whole of the station is below the water-mark, and the stream is only kept within bounds by a strong embankment which extends a considerable distance along the river-side.

The periodical rains are likewise very heavy, and the dwellings are certainly, during this portion of the year, inconveniently damp; still I found that report had, as usual, exaggerated the evil, and that neither my hands nor face became mildewed during a half hour's nap, nor that rust devoured a regulation-sword during the brief interval of one night.

The barracks at this station enclose an area of about 300 yards square, immediately in rear of the embankment to which I have alluded. They are, whether for men or officers, the most commodious that I have met with in India. Those for the men are two stories high, and raised upon a basement: they consist of three masses of building, occupying one side of the square, each capable of accommodating with comfort about 250 men. Opposite to these, and extending along the left bank of the Bhajirutti, is a range occupied by the magnates of the station, such as the commandant, the officer commanding the European regiment in garrison, the political agent or resident accredited to the Nuwâb of Mûrshidabâd, and some others. The northern and southern faces of the square have each a double row of houses, of which the southern only were given up to the King's regiment. The remainder were rented by officers of the Native Army, and such civilians as entertained a *penchant* for the sound of drum and bugle at morning and evening, with band-practice to eke out the rest of the day, or whose peculiarity of taste was gratified by the sole prospect afforded them of the incorrigible reprobates of a punishment drill-squad, engaged in endless wheeling and countermarching.

Burampûr was one of the only three stations in the Bengal presi-
dency (Fort William being the other two) where officers
were furnished wit l others they draw an allowance
under the head of to cover the expense of
house-rent. ticularly good. Field-
Officers n and Subaltern has

three spacious and lofty rooms, with bathing and dressing-closets. Thus housed, at a convenient distance from Calcutta (little more than 100 miles), with a sufficiently large society, and in the midst of a good sporting country, Burampûr might be esteemed a desirable residence. Whether it is ever likely again to receive an European garrison, it would be in vain to conjecture: the necessity for it, in a military point of view, can scarcely be anticipated; but this is, perhaps, a contingency which is rarely taken into consideration; indeed, it would be difficult to say what interests are consulted, or what system, if any, is followed out, in the selection of military posts in the East.

Coming from the upper provinces, the stranger, on arriving at Burampûr, is struck with the absence of that rusticity in the external appearance of the houses to which his eye has lately been accustomed: here tiles and thatch have given place to flat roofs, and two-storied houses are of more frequent occurrence. The influence of Calcutta has extended itself here, and manifests itself in divers ways: a general air of cleanliness, neatness, and regularity, pervades the station. The rides and drives through the surrounding country, which is covered with the most luxuriant cultivation, amply fulfil the expectations of the new-comer. Nothing can exceed the apparent fertility of the soil, which bears crops in constant and rapid succession.

Owing to the numerous *jhils*, or lakes, which are to be met with in the neighbourhood, snipe and waterfowl of every description are found in great abundance, hares are plentiful, and a few tigers still inhabit the Kâsimbuzar island. The station likewise boasts of a pack of hounds: but the sport for which this region is almost unrivalled is hog-hunting. The man who can afford to keep the best of horses, and who knows how to ride them—who has a quick eye, a steady hand, and a firm heart—may come here and enjoy in perfection a sport which, I believe, is admitted, by all who are capable of forming an opinion on the subject, to yield to no other in present excitement and subsequent gratification, requiring, as it does, a rare union of skill and judgment.

Mûrshidabâd, the former capital and seat of government of the Nuwâbs of Bengal, is distant about nine miles from the cantonment of Burampûr. The city is large and populous; but it contains no native edifices which might claim attention—no interesting ruins, nor monuments of former greatness. The Nuwâb has a residence built in the European style, on the bank of the river. It is a particularly ugly, unmeaning, and incommodious building; but he never makes use of it, except to receive European visitors on state occasions. The necessity for an edifice for this purpose is now almost entirely obviated by the disreputable character which his Highness bears. Hence, visits to this powerless potentate are limited to the annual celebration of native festivals, when he thinks it necessary for the support of his dignity to surround himself with the unbelieving conquerors of his country. To this end, cards of invitation are issued to the civilians and military of the adjacent station of Burampûr. On these occasions a motive of curiosity usually stifles any scruples which may be entertained on the score of forming so undesirable an acquaintance, and prompts many to submit to an introduction to his Highness.

I was present at the festival of the Baira, when this shadow of royalty provided an ample supply of fireworks and illuminations for the gratifi-

In this instance, as in most others, the work of preparation soon engrossed all attention, and, as the appointed day approached, all made a virtue of necessity, and cheerfully substituted anticipation for retrospection.

I had obtained a few days' leave of absence, and as the route of the regiment was along the bank of the river, or rarely at any distance from the stream, I purposed travelling by water, and rejoining them on the march.

The first night that I spent on board caused me sorely to repent of my determination: discomfort was the order of the night, and a series of mishaps and petty annoyances effectually murdered sleep. I was in a boat of a rude construction, such as I have alluded to in a former paper as not calculated for passengers. There was but one spot in it (just the centre) where the height of the roof permitted me to stand upright; the loose planks composing the deck creaked and slipped about at every movement; myriads of moskitos were disporting themselves around me, and an abominable odour of garlic and other condiments for the curry of the boatmen was diffused through the little den which I occupied.

Just as I was about to turn in, hoping to bury my discontent in sleep, the sky became overcast with heavy clouds: lightning and thunder followed in due succession. Even in the open air the heat was oppressive; within the boat the temperature was almost insufferable: nevertheless fatigue prevailed over everything else, and I slept for a couple of hours, when the storm burst upon us. The wind swept through the matted sides of the boat, bringing in clouds of sand, which filled eyes, mouth, and ears: then came the usual finale of rain, commencing with large heavy drops, which soon set all the boatmen in motion; nothing but the fear of a wetting could rouse them from their heavy slumbers, but now their disrelish for the coming treat was evinced by half-audible sighs and groans, and at last by a general move in search of the coarse blanket which forms the sum-total of their bed and bedding.

The previous intolerable heat was exchanged for a cold, damp breeze, which searched out my limbs under the bed-clothes. I was lying on a couch about eighteen inches too short for me; I dared not attempt to turn in any direction, least my scanty covering should get into hopeless confusion: if I pulled the blanket over my shoulders, lo, my unfortunate feet were bared to the hurricane. Have any of my readers experienced the pleasing sensation of their blanket and sheet getting turned breadthwise instead of lengthwise, or of having them perpetually slipping to one side, without being able to muster resolution to rise and remake the bed?

Whilst in this happy predicament an infant in a neighbouring boat awoke, and commenced an unmitigated roar: after ten minutes of this my patience was nearly exhausted, when the humming of two moskitos, whose notes were equivalent to the drone of a bagpipe, afforded the *coup de grace*. Dreading the threatened attack, my first impulse was to dash out both my fists in the direction from whence proceeded the unwelcome music of the brace of moskitos, the effect of which movement was to break both my knuckles against the rough bambû roof of the boat—the proximity of which had escaped my recollection. My

next was to jump up to throw the squalling child overboard, and bid adieu to the boat for the remainder of the night; but, violently projecting my leg out of bed to fulfil this determination, my worst toe came in contact with the leg of the table, upon which I withdrew it in an agony; and, fully convinced that no human being was ever overwhelmed by such a concatenation of misfortunes, I resigned myself to the merciless moskitos, and such pleasant reflections as might be apt to occur to a person similarly situated. I only waited for daybreak to remove myself from this unlucky spot; and, having at length succeeded in collecting and getting on board those necessary plagues of India, my servants, I cast off from the ghât at Burampûr.

A few hours after I came to at Rungamutti, where I expected to find employment for my gun; but, after walking about six miles into the interior, under a broiling sun, and over ground the least inviting in the world for a pedestrian, I returned to my boat without having pulled a trigger.

Then came dinner, in which repast the principal ingredient proved to be sand. For this treat, which is, however, by no means a rarity in Indian cookery, I was on the present occasion indebted to a laudable desire on the part of my cook to revenge himself for my hard-heartedness in refusing to receive on board, and find a passage for, his family, amounting to about eight souls, all of whom were most anxious to bid farewell to their home and their debts at Burampûr.

The following day I descried the camp of the regiment at Daûdpûr. I walked in, and arrived in time for dinner, which on the march is always early, to enable the mess-tent to be struck before dark, and sent in advance during the night for breakfast the following morning. In the evening I observed a small funeral party paraded in front of the hospital tent, indicating the result of exposure under canvass at this advanced season of the year. Cholera had claimed a victim that morning: the corpse was brought out, sewn up in a coverlid;—here, there were neither undertakers, sexton, nor clergyman: at a short distance was a grave, sunk about six feet deep, and two feet broad; a small bundle of straw placed at one end, marked where the head was to rest; the officer in command of the party read the service, and in a few minutes the last was seen of an old soldier. As the party moved towards the grave, a native bridal procession passed within a few yards of it; the beating of *tourtours* and the discordant jingling of brass instruments mingled with the plaintive notes of the fife and muffled drum in the Sicilian hymn.

On this desolate and unfrequented spot, now simultaneously the scene of a burial and a marriage procession, the conqueror of Plassy had, seventy-eight years before, pitched his camp.

I landed above the village of Plassy about noon of the next day, observing the tents of the regiment at a distance of about two or three miles inland. The course of the river here is much changed since the battle, which was fought in 1757. In an old map which I had before me, Rennell had laid it down as if the stream had subsequently encroached upon the left bank, and submerged a portion of the field of battle; but now, from the statement of the natives, as well as from appearances, it would seem that the water had receded from the left bank, and that the present bed of the river was about a mile and a half

to the westward of the position then assigned to it. The country on the left bank, for a considerable distance inland, is level, and the soil of a diluvial nature, intersected by ravines and watercourses.

Some of the inhabitants with whom I was conversing knew by hearsay of the scenes which had been enacted there. Observing that I viewed the spot with some interest, one of the party entered upon some legendary particulars bordering upon the marvellous; but as I gazed around the supposed field of battle, and pictured to myself the position occupied by the little band of my fellow-countrymen, the emotions which must have animated them when almost encompassed by the unequal host of their enemies, their confidence in their chivalrous leader, and lastly the well-merited success which crowned their exertions, under the burning sun of an Indian June, I forgave the attempt of my companion to practise upon my gullibility.

Passing Kutwa, a large and populous village in the Zillah Burdwan, near to which Clive had been encamped on the day preceding the battle of Plassy, evening brought me to Diwangunj, where my curiosity was excited by a large and handsome edifice on the bank of the river, which proved to be the residence of a wealthy native: apart from the dwelling-house was a temple placed on an elevation, to which an almost perpendicular stone staircase gave access. The building was for the celebration of the Râm lîla, or worship of Vishnu, under his avatar or incarnation of Râm. The platform was enclosed by pillars, and at the distant end, under a canopy, sat Râm and Luchmî, tricked out in brocade and ornaments of gold and silver. On the right, in another compartment, was the redoubted Hunûmân, the monkey-god, equally renowned for warlike exploits and mischievous pranks. A different apartment was allotted to an illustration of the story of Krishnu and Radhika, one of the *gopis* or shepherdesses of Brindabun, whose loves are celebrated in the "Prem Sagur."

During a stroll through the adjacent village, and just at sun-set, I was startled by a villanous uproar of drums and fifes, apparently within a few yards of me. This was a sound I was least prepared for in this spot. Passing down a lane into the court-yard of a large house, I discovered in these murderers of music the so-called band of the Nuwâb of Mûrshidabâd, who had here halted for the night on route to or from Calcutta. Their dresses were the most grotesque that can be imagined, consisting of a heterogeneous medley of old regimentals, amongst which I think might have been found a relic of every era from the battle of Plassy to the Burmese war. The musicians were as usual hybrid Portuguese, and their personal appearance was perfectly in keeping with their costume; grey-headed, thin-legged, pot-bellied, dirty debauchees. The composition of the band was as follows: two fifes, two side drums, one bass drum, a triangle, and a bugle; a selection evidently made with a view to obtain the greatest possible noise at the least possible expense.

In the course of the evening, whilst occupying a chair on the bank of the river, an intelligent-looking native boy seated himself in silence on the sand opposite to me. After some time I addressed him, when the following conversation passed between us:—

"How old are you?"

"Fourteen."

"What is your business?"

"I have none."

"How do you live?"

"My mother's sister feeds me; my mother is dead."

"What is become of your father?"

"He is a Kûlîn Brahmin: he is a rich man, and marries a great deal: he travels about the country and has got forty or fifty wives: he has several in this village, but he only comes here once in four or five years: he never thinks of his children."

Rather a pleasant sort of life, thought I, and devilish good-natured people he has got amongst.

"And so you do nothing all day," I continued. "Can you read and write?"

"I can write Bengali," said the lad; "but I know nothing of English, though I wish much to learn it."

At this point of the conversation another person chimed in—a servant of mine, named Muminos, a shrewd fellow, who had approached unperceived, and stood behind my chair.

"Why," said he, "don't you go down to Calcutta to school, where all the Bengali children are taught English?"

"Why! would they take *me*," asked the boy, "who am a poor child, unless I had some great man to befriend me?"

"Oh yes," said my servant, "they will take you, or any one else, —give you books, teach you, and make a Christian of you."

"Me turn Christian!" exclaimed the boy. "Oh! no, I would not do that; I am of a high *zat*; I can't become a Christian."

"You don't know what Christianity is," said I, "therefore why talk thus? Besides you can learn English without becoming a Christian; perhaps after a time you may find it best to change your religion."

"Yes, yes," re-echoed my domestic. "See what an excellent thing it is to be a Christian; you soon become a clever fellow; are made a clerk in an office, get fifty rupis a-month, and who knows what you may not turn out?"

"Silence!" said I, turning to my servant, indignant, though somewhat amused, at his mode of treating the subject. "I am not speaking of the rupis he may get by embracing Christianity, but of his eternal welfare. Boy, read the books that are given you in Calcutta, and you may learn to understand and value the advantages held out to you in a future state. Men should think of what is to become of them hereafter."

"To be sure," rejoined Munnoo, putting in his word again, and thinking that he had now got at my real meaning. "To be sure, turn Christian, and think what will become of you when you die. Instead of being burnt on an old *charpai*,* or perhaps thrown into the river with some mud thrust into your mouth, you will be carefully nailed up in a wooden box, and the *Padre Sahib*† will read a book over you."

I was half angry at this, and was about to explain that I alluded to

---

* *Charpai*, literally, "fourfooted"—the native name of the common bedstead in use amongst the natives, on which, when dead or dying, they are carried down to the brink of the sacred river to be burned, or abandoned in the stream.

† A clergyman.

those divine truths of our religion which, in giving us a hope of everlasting life, make, or ought to make, the Christian a better man than the heathen; but a moment's reflection convinced me of the difficulty of such a task, for I could not appeal to the example of Europeans, or contrast their mode of life with that of the quiet and inoffensive Hindu, as a proof of the beneficial effects of Christianity to increase virtue or diminish crime; and the more I thought upon my servant's version or inversion of my argument, the more I felt the pointedness of the unintentional irony—the severity of the satire it contained upon our religion.

The poor boy wished me to take him down to Calcutta, but, as I was only going to Chinsura, and could not have forwarded him from thence, alone and unfriended, I did not comply with his request, although I sincerely regretted being obliged to refuse him. Much is that person to be pitied whose wishes to acquire information, or to take that position in society of which he feels himself worthy, are thwarted by circumstances beyond his control. The bitter hopelessness of this state of things can scarcely be learnt except by personal experience.

At Ugurdîp the regiment crossed the Bhagirutti, and encamped on the right bank of the river, at Pathlî. About twenty miles below, near Meddiah, I reached the spot of the confluence of the Jullingi and Bhagirutti, from whence the united streams are known as the Hûglî. There is but little addition to the breadth of the river consequent upon this junction: as in the case of the Mississippi after receiving the Ohio, the augmented volume of water is to be found in its increased depth. The influence of the tide extends at times as far as Nuddiah; it was now very perceptible at Mirzapûr, about seventy miles from Calcutta, or nearly two hundred from the Sand-Heads.

On approaching this part of the river, where, on account of the tide, it becomes impracticable to secure boats to the bank by means of stakes and ropes, the boatmen construct an anchor, to be enabled to moor in the middle of the stream, or in water sufficiently deep to ensure their remaining afloat at ebb-tide. Most of the better description of boats, such as are used by European travellers, are each provided with a small iron anchor or grapnel, but all others are unencumbered with such an expensive appendage, and substitute for it the following contrivance, which has the advantage at least of being portable, and expeditiously prepared. The foundation of the anchor is laid by crossing at right angles two logs of wood, three feet in length, and pointed at the ends; through each of the four flukes a hole is pierced, at about a span from the extremity, through which are passed five-feet bambûs, which are firmly bound together at the upper end. Thus the frame-work or skeleton of a quadrilateral pyramid is formed. In the interior of this is secured a large stone, of a conical or pyramidal shape, which has hitherto been serving as ballast, but had been selected with a view to employment in this capacity. In the absence, however, of a suitable stone, a bag of tightly-packed clay or sand is substituted, around which a coarse mat is firmly bound to assist in excluding the water. The anchor is now complete; it appears to answer the purpose very well, and its construction is a work of about three hours: it is slung from a cathead, temporarily rigged out, but the grand difficulty is to weigh it, for there is neither capstan nor windlass, pulley nor roller of any description.

Descending the river, and nearing Calcutta, the scenery on the banks becomes more varied and interesting: villages are more numerous, and wood is more plentiful; till at length, when Hûglî is descried, one of the most beautiful reaches in the river opens to the view. Amongst the most conspicuous buildings are the Catholic chapel of Bandel, and the dwellings of the civilians at Hûglî; the latter recalling to mind the villas on the Thames between Westminster and Richmond.

Rounding a projecting bank, the old Dutch church of Chinsura is discovered, the flag-staff, the barracks, and the splendid pile of building formerly the residence of Prâu Kissun Holdar.

The bore, or rush of water at the spring tides, is proverbial for its violence on the Hûglî. At Calcutta its effect is terrific on the smaller craft, and is frequently productive of accidents: even as far as Chinsura it is an unwelcome visiter. I had never been on the river on such an occasion, but now I chanced to arrive opportunely for it, and I had only to wait for the experience which the night would afford me.

Soon after midnight I was awakened by the shouting of the boatmen to prepare for the approach of the hûmma, or bore: presently I heard a distant roar as of the surging of waves, gradually but rapidly increasing, until every other sound was lost in it. The boat now gave a sudden and heavy lurch, and, quivering with the violence of the shock, was borne up on the surface of a huge body of water. Then succeeded a pitching and rolling, which lasted for ten minutes, when all was still again.

There is no danger to be apprehended on these occasions if the boat is kept in deep water, and with sufficient cable paid out: from neglecting these precautions one of my boats was nearly swamped on this night, for the wave struck her, made a clean sweep of the deck, and nearly buried her.

The following day, at one o'clock P.M., I witnessed the approach of the bore. The noise of it was audible long before anything was visible: at length, at the extremity of the reach which bounded my view, appeared a huge wave, or wall of water, which rapidly approached with a curled and foaming crest. A sand-bank, half-a-mile in length, occupied the middle of the river; in two minutes not a vestige of it remained; the wave, sweeping over it with irresistible violence, now gained some boats moored near where I stood; these were lifted up on high, and descended into a troubled vortex of bubbling waters, sand, and mud, whilst the unbroken wave passed on, and disappeared round a projecting angle in the bank of the river.

WRECK IN THE CHINA SEA.

THE dark sullen waters of the China Sea never looked less friendly nor more portentous than on the morning of the 12th January last: tempestuous weather, and a sea rising in mountains around and over the ship's sides, hurled her rapidly on her passage homewards, when suddenly, in lat. 11° 11′, a wreck was discovered to the westward. The order to shorten sail was as promptly obeyed as given, and the vessel was hauled towards what was discovered to be a China junk without masts or rudder, having many persons on deck vehemently imploring assistance. The exhibition of their joy as they beheld our approach was of the most wild and extravagant nature; but it was doomed to be transient, the violence of the elements driving the ship swiftly past the wreck. It became necessary to put her on the other tack—a manœuvre which they construed into abandonment, and the air rung with the most agonizing shrieks of misery: hope appeared to have been rekindled at the eleventh hour, but to render despair more desperate and death more frightful.

The excitement on board was intense: a boat was immediately lowered, in which the hawser was placed, with a small line attached to it as a messenger, and was thrown to the wreck for the purpose of towing her to the ship; but this intention was frustrated by the breaking of the windlass to which it was fastened. The anxiety of these unfortunate people to quit their perilous position was so great that it became dangerous to approach them: one man, in a paroxysm of despair, jumped overboard after the hawser, as the windlass broke, in the vain hope of reaching the boat; he was an expert swimmer, but no human power could prevail against that sea—the furious ocean mocked his efforts—he rose and sunk upon the swelling billows until nature was exhausted; he was lost in sight of his companions in misfortune and the persons sent to their aid, without any being able to afford him relief.

Fears were entertained for the boat and her crew, as seen from the ship contending with the violence of the element in which she floated, and a moment of doubt passed the mind as to the expediency of permitting another attempt. It was only for a moment: the piercing cries borne upon the hollow blast fell upon the sense with such terrific horror that indecision seemed a crime; directions were then issued to keep the boat away, and a rope with a bowling-knot at one end was thrown to the junk, into which signs were made for each man to place himself, and then plunge into the water, whence he was dragged into the boat, and eventually, in like manner, to the ship. Thus were eighteen persons rescued from the very grasp of death at a moment when every ray of hope appeared to be utterly extinguished. Their gratitude was boundless: they almost worshipped the officers, the crew, and the vessel —prostrated themselves, kissed the feet of the former, and the very planks of the latter.

Now that *they* were lodged in safety, all eyes and hearts were interested about the gallant fellows who had behaved so humanely and so courageously. The short space which elapsed from the time they threw out the last man to be hauled into the ship, and that of getting up the boat, was a season of exquisite anxiety—every eye watched with

intense feeling, but no one spoke a word—the stillness of death reigned through the decks. The fury of the elements had considerably increased, and their violence appeared resistless: the heavy sea rendered it dangerous and difficult to bring the boat alongside—a too sudden or too tardy approach would be equally destructive; but they were ultimately got on board in safety, and were welcomed with shouts of kindness from their shipmates, in whom their intrepidity excited enthusiastic admiration.

The greatest praise is due to the second-officer, who had charge of the boat, and the four men with him, for the zeal and coolness with which they executed their arduous duty upon a sea in which it appeared almost impossible for any boat to live: but for the salutary precautions already mentioned, she would probably have been swamped and all hands perished. The boat was, however, speedily made fast to the davits again, and the ship once more on her course.

With so large an addition to her numbers, it became a question of importance what was to be done with them. They were first visited by the Surgeon, who prescribed water in sparing quantities, it appearing from signs which they made that they had been eight days without any, and so great was their eagerness to obtain it, that several amongst them offered purses of dollars for a single draught; but the crew were strictly forbidden to accept anything from them; an order which, I have pleasure in stating, was strictly complied with.

They were Chinese Tartars, from some of the northern provinces, principally young men (rarely being above thirty), of fine athletic forms and good features. Their chief, or commander, was a remarkably well-made man, about five-and-thirty, with piercing raven eyes, and generally handsome countenance. Neither he nor his companions understood European languages, nor we theirs. Yet there was an undefinable grace and interest about this man, which gave a peculiar charm to his pantomimic gestures, to which his singular and very becoming style of loose dress, handsome turban, and abundant black glossy hair, did not a little contribute. His religious scruples confined him to beef only, as food; whilst to the others that, and swine's flesh, or whatever else was offered, was indifferent.

After being on board five days, we made Pulo Aor, in lat. 2° 40′ N., where they found one of their own countrymen, or, at any event, a person who could jabber with them; and an arrangement was entered into with the Rajah to send them, at their own request, to Singapore, upon payment of a certain sum, and to maintain them until arrival, whence they could proceed to their own land.

We took in water at this place, and so desirous were those simple-hearted people of testifying their gratitude, that they would not permit the men to carry it, but filled the casks themselves; and at parting knelt down and kissed each man's feet with the fervour of devotion. Here we separated from seventeen men who had been nine days at sea upon a miserable wreck, water-logged, without water to drink, and scarcely food to eat. One of them, an old man, died on the preceding evening, from the effects of fatigue and exhaustion: the others, I doubt not, have long ere this time reached their homes, and taught their friends and children to bless the Englishmen and the English ship, which, under providence, snatched them from a watery grave, and returned them to their affections.

W. W.

PETER PIVOT'S LETTERS FROM NEW BRUNSWICK TO HIS FRIENDS AT THE DEPÔT.

No. VII.

We passed the night at the log-house of a captain of militia, who endeavoured, by means of a large close stove, kept red-hot, to correct the effects of broken windows, doors, and crevices, through which the keen night wind whistled into the apartment; and, further to evince his loyalty and hospitality, he employed two genuine descendants of the "Troubadours" to play "God save the King," and other airs, on a cracked fiddle and flute, during our homely evening meal. Our slumbers, light and unsatisfactory as they were, were broken long before daylight, by the arrival at the house of a "bateau" containing some ten or twelve Acadians, whose noisy loquacity soon convinced us that further repose in such neighbourhood was not to be expected; we, therefore, again betook ourselves to our canoes, in a most pitiless storm of wind and rain; and he only who has sat for hours, under such circumstances, motionless and helpless, in a shell of birch bark, can form a right idea of the discomforts of this day's journey.

The river still continued broad and deep; the banks low, and the soil apparently good; while the gently-rising back-ground, richly adorned with the exuberant and variegated foliage of the autumnal forest, shelters the valley, and its neat painted cottages, from the storms of an almost polar winter. Nine hours incessant and laborious peddling brought us to the house of Mons. Simon Hebeît (one hundred and seventy miles from Fredericton), where we were politely welcomed and commodiously lodged in the "salon," with its two adjoining small dormitories; and as we had now reached the mouth of the Madawaska river, and the frontier of Lower Canada, we determined to remain a day or two in this sequestered settlement before returning to our quarters.

The Acadians are of a more social disposition, and congregate much more together, than the English settlers: their houses are more connected with each other; and here, for example, we have quite a family group; those of "Hebeît Pose," his two sons, and a married daughter, all standing within a stone's throw of each other—the house of the patriarch being in the centre, and distinguished by a lofty pole, surmounted by a popinjay, the emblem of his rank and authority as a captain of militia. The Hebeîts are a wealthy family, and the old man keeps a store, from which the wants of the surrounding country are supplied; and his two sons were now absent at Quebec purchasing a fresh stock of merchandise. With the lower parts of New Brunswick the Madawaskans have little intercourse; their sympathies, language, connections, and religion, all combining to induce them to cultivate in preference the friendship and acquaintance of their countrymen in Lower Canada; and, independent of the calls of business or amusement, Quebec must always be a place of attraction to these good Catholics, as the residence of Monseigne[illegible]iritual lord and governor.

The settlement is with[illegible]erritory—within that portion of it, indeed, which wa[illegible]tates in the King of

Holland's decision; and the poor people have in consequence been for years past kept in a constant state of agitation and alarm by the intrigues of the adjoining States, whose emissaries are constantly among them, practising upon their fears and their credulity; and to such lengths has this system been carried, that members have even been chosen to represent the Fief in the Legislature of Maine, and the two countries brought, in consequence, to the very verge of a collision.

The notorious bad faith of the neighbouring States in this conflicting question cannot be too strongly reprobated, for, while disclaiming on the one hand the justice of the arbitrator's award, and boldly avowing their determination to accept of no compromise or arrangement short of the cession of the whole territory, no act or effort has been spared to shake the allegiance of these well-disposed but ignorant people; and I am well persuaded—for it is useless to blink the question—that, unless Great Britain should decide on abandoning rights which she has so long maintained, she must be prepared to submit them ultimately to a more powerful and decided arbitration than we have yet appealed to—the arbitration of the sword.

Until the intriguing Bostonors (as all Americans are here called) came among them, there was nowhere to be found a more peaceful or contented race than these Acadians; retaining all the gaiety and good qualities, with few of the vices, of their French descent, their lives were passed in a state of primitive simplicity, knowing few wants which their farms did not supply, and having no dissensions or disputes which the "*bon curé*" could not settle: the time spared from labour was devoted to amusement, and on their numerous festivals and saints' days they assembled at the different hamlets to dance and to enjoy themselves; the partners of the dance becoming in due season partners at the altar—for they all marry young—assured that, with a good axe and willing arm, a snug home may speedily be cut out of the surrounding forest; and, despite bad farming and some improvidence, afford them a sufficient livelihood.

The aristocracy of the settlement are, as elsewhere, not without their little vanities and pretensions. Mons. Hebert—maugre the total want of roads—keeps his cabriolet and *char à banc*; and even the poorest of the small farmers is provided with a cariole, in which during winter—their gay season—drawn by their active little Canadian horses, they scamper along the frozen rivers or the snowy fields to their feasts and merry-makings: indeed it must fairly be confessed that they are somewhat overfond of visiting and amusement; and this, added to bad farming and want of foresight, has, in more than one instance, reduced them, in a bad season, to distress, and thrown them upon the Legislature for support.

The soil, originally good, seems to be worn out by bad management; and even the stock has degenerated from want of care and attention in its treatment: the sheep are dwindled in size, with a wiry coat instead of wool, and the cattle are small wild-looking animals, with more resemblance to the deer and caraboo than to honest milch cows. Pigs alone seem to thrive and fatten; they attain a monstrous size, but the bacon which they furnish, and which is the chief relish of every meal, is generally so rancid and tainted, owing perhaps to the scarcity and dearness of salt, as to forbid even the approach of a stranger, however

hungry, to the family table. Of fruit-trees there are none in Madawaska, which, after thirty years' settlement, does not produce an apple; but the *curé* has lately set his flock the example of planting a small orchard, which is thriving well; and in the mean time strawberries, raspberries, cranberries, and other wild fruits, all excellent of their kind, are the spontaneous produce of the woods and fields.

The day following our arrival continued to be so wet and stormy as to confine us in a great measure to the house; and as we had fared but poorly on the preceding evening I thought my time could not be more usefully and charitably employed than in initiating Madame Hebeft into the mysteries of the French *cuisine*, by superintending the cooking of a savoury dish of *perdrix aux choux*. My game-bag and the garden supplied the necessary ingredients, nor was my aid misplaced, for our good hostess could boast of small gastronomic skill, and it was only by dint of watching that I saved our mess from being polluted by a huge piece of abominable bacon, which Madame, ever and anon insisted upon adding to it, fully persuaded, kind simple woman, that modesty alone prevented our acceptance of so delectable a morsel. Her hospitality, however, triumphed in the end, for, finding she could in no way insinuate he rancid relish into the saucepan with the innocent partridges, she set to work and compounded from it a genuine Madawaska soup, which, to our infinite disgust and horror, we were obliged to tolerate upon the table.

The Madawaskans are cleanly in their persons and their houses: the latter are generally painted of some gay colour, and the interior usually consists of two large rooms, kitchen and parlour, both furnished with three or four apelious bedsteads, for the accommodation of the family, and one of which is always at the service of the traveller, with a hearty welcome; but he must be content to allow his host and hostess to occupy the one adjoining, his three or four tittering daughters the third, while perhaps a whole host of younger children ensconce themselves within the numerous blankets of the fourth: nor does any feeling of indecorum attach to this habit of sleeping in public: it is the custom of the country, and habit, as well as poverty, reconciles us to the strangest bed-fellows. During the day every member of the family is engaged in some object of household thrift: one daughter cards the wool; a second spins; while a third bestrides the loom, and plies the busy shuttle: the grandame knits her stocking in the corner, listening to the itinerant tailor, who retails the gossip of the country-side, as he fashions the home-spun into coats and trowsers; while the watchful eye of the bustling housewife superintends the whole "ménage."

The rain having at length subsided, we took a wide ramble over the settlement, and everywhere found competency and contentment: one only subject marred the general happiness—need I say that it was the prevailing fear of being transferred, like a herd of cattle, to a foreign government? A couple of miles above our domicile we crossed the St. John to the mouth of the Madawaska River, which we ascended as far as the little fall, which would have disappointed even a cascade hunter in the Highlands of Scotland. The Madawaska, in the absence of any road, may be called the highway to Quebec. Along its frozen surface troops have marched to Canada: from its mouth to Jamiscouata Lake

is twenty-seven miles; the lake is sixteen more, and a wretched portage of thirty-seven miles connects it with the St. Lawrence. Shame! shame! that a country such as England should have no better communication between her American colonies!

Retracing our steps along the left bank of the St. John, we reached an Indian village of more promising appearance than any we had seen. The houses are mostly frame-work, and not much inferior to those of the poorer French settlers; and in many of them a large stove diffused a génial warmth throughout the dwelling. Bedsteads and bedding, too, in many of them, replaced the worn-out skin of morse or caraboo. There were also potato-plots and cabbage-gardens: cows pastured in the meadow, and from more than one low enclosure we were saluted with the harmonious greetings of a well-stocked pig-sty! The squaws, no longer kiln-dried and sallow from the smoky atmosphere of the hut and wigwam, but fresh and blooming: some of them were even pretty, when decked out, as we saw them, in their fantastic finery, and massy silver ornaments of circular brooch, crucifix, &c. Such as could afford to sport round hats—that most coveted head-dress of the Indian coquette—have them gaily decorated with a broad silver band, cut into many curious letters and mysterious characters in their own language and mythology. I cannot but attribute the improved situation and condition of these Indians to the friendly intercourse that subsists between them and their Acadian neighbours; to their assembling at the same place of worship; to the good advice and kindly interest in them of the worthy *curé* of this sequestered parish; and, above all, to the scarcity and high price of rum. These circumstances combined have produced effects which I certainly did not expect to see realized in any Indian community; and prove what may still be done to ameliorate the lot of this interesting but ill-fated race.

The following day being Sunday, we descended the river in canoes, and heard mass at the chapel, a neat red-painted edifice, forming the centre of a cluster of nice cottages, with their little gardens and flower-plots in front of them. The service was well attended, especially by the squaws, arranged in their gayest trappings. After mass the *curé* published the banns of marriage between so many couples that I thought there was to be no end to the "*autre promesse de mariage*;" and when the votaries of Hymen were afterwards drawn up in line to receive the sacrament, they seemed to include every marriageable person in the settlement.

The parish of Madawaska contains about two thousand five hundred inhabitants, and the *curé* informed me that in the preceding four months he had christened at the chapel one hundred and fifteen children. Having now satisfied our curiosity, and attained the farthest limit of the province, we packed our carpet bags, in readiness to descend the St. John on the following morning.

A HISTORY OF STEAM NAVIGATION.

BY THE WRITER OF THE POPULAR HISTORY OF THE STEAM-ENGINE IN THIS JOURNAL.

THE honour of being the first to apply the power of the steam-engine to the purposes of navigation has been a subject of much controversy, not only among individuals, but nations; nor can it be a matter of surprise that to an invention of so much importance many claims should be put forth in the scientific world. It has been assigned by Dr. Brewster to Mr. Millar of Dalswinton, Scotland; the French have attributed it to their countrymen Papin and the Marquis de Souffroi; it has been claimed for Mr. Fulton by the Americans; and even the Spaniards have hinted that at some remote period the principle had been applied in that country by Blasco de Garry; but, unfortunately for their chronological accuracy, the steam-engine, as a motive power, had no existence at that period. The following notice of this claim occurs in a French publication called "La France Maritime." According to several authors, Denis Papin, "a French Protestant refugee in England, and subsequently attached to the Landgrave of Hesse, would appear to have been the first known constructor. He made use of an atmospheric machine and paddle-wheels for the propulsion of steam-vessels. The Spaniards might also lay claim to this great discovery, *if we can believe* the statements of Don Fernandez de Navarette. It would appear that Blasco de Garry proposed to Charles V., in 1543, a method for impelling boats and large vessels without the aid of oars or sails, even in dead calms. The experiment was was made on the 17th of June in the same year, and succeeded; but Garry, like many projectors of our own time, did not make known the principles of his invention. It was alone remarked that at the moment of the boat's starting the principal part of the apparatus consisted of a large cauldron of boiling water, and wheels attached to either side of the vessel. After these successful experiments Garry dismounted the machinery, and there was no longer any doubt of the possibility of navigation by such means. Whether Garry was kept from the court by intrigues, or that Charles V. was too much occupied in sustaining numerous wars, it does not appear the experiments were followed up.

"These facts are drawn (says Navarette) from the original registers preserved in the Royal Archives of Samaco, among the papers of Catalonia, and the registers of the Secretary of War for 1543. But, as in the sciences no facts are admitted but such as are based upon authentic documents, we may be permitted not to put implicit faith in the account of Navarette. The document of which he speaks was not printed in 1543, nor subsequently, therefore its existence may fairly be questioned."

Such an invention would, without doubt, have been noised abroad in the world, not only from its intrinsic value, but from its involving as well the discovery of an engine moved by steam being applied to the driving of machinery, which at the period alluded to had no existence.

It has also been supposed that the late ingenious, but unfortunate, Mr. William Symington, who had been associated with Mr. Millar of Dalswinton in his experiments on steam navigation, originated this important invention; and certainly, although a well-established claim exists upon the part of another, Mr. Symington has done more to bring the principle of navigation by steam into [illegible] than any other individual; for it would appear it was [illegible] that both Fulton and Bell derived their information [illegible] that may be, there is

now extant a pamphlet, which was published in London in the year 1736,* by a Mr. Jonathan Hulls, in which (as stated in the title page) "is given a draught of a newly-invented machine for carrying ships or vessels out or into any harbour, port, or river, against wind and tide, or in a calm." Mr. Hulls states in his pamphlet, if an atmospheric engine be placed in a vessel, and its power applied by machinery to the water, it would impel the vessel forward with considerable force. A patent was taken out for this invention, but Hulls could not interest the public to adopt it: it was, therefore, laid aside, and soon forgotten. "The title of this pamphlet," says Mr. Buchannan, "will exhibit the limited view in which the author regarded his plan, being rather for overcoming local difficulties than being the continued instrument of a vessel's motion." The author discusses the question *whether the machine should be placed within the vessel to be thus impelled*, or whether it should be fitted into a boat, which being attached to the vessel, might draw it along; for several very good reasons he prefers the last. So that Hulls' plan is precisely that of a steam tug-boat of the present day; although from the preceding quotation it would appear he also contemplated placing the apparatus in the vessel required to be itself moved. "*In this scheme it was necessary*," says Mr. Stewart (page 83), "*to convert the alternate rectilineal motion of a piston rod into a continuous rotary one*; and which he (Mr. Hulls) ingeniously suggested might be accomplished by means of a *crank*. This is now, with justice, considered to be that invention which introduced the steam-engine as a first mover of every variety of machinery; but not being able to interest the public in his project, his mode of applying the crank (his invention of it) was so completely forgotten, that, at its revival about forty years after this period, a patent was obtained for the invention, and the merit of the application was also claimed by the celebrated Mr. Watt, evidently without any knowledge of Hulls' suggestion."

About 1752, Gautoir, a regular canon, and professor of mathematics, presented to the Royal Society of Nancy a memoir, in which, after having shown the inconveniences of navigation by means of sails, he proposed employing a fire-engine (machine feu) of his invention, for navigating purposes.† In the year 1759 a Mr. Genevais, a Swiss clergyman of the Canton of Berne, published a book at Geneva, containing what he called the discovery of the "Great Principle." This was to concentrate power, by whatever means obtained, into a series of springs, which might be applied to a variety of purposes; among others, he suggested the application of the "Great Principle" to propel a vessel by oars, and also proposed the application of an atmospheric steam-engine to bend or impower the springs by which the oars were to be worked; but his favourite project appears to have been to have accomplished that object by the expansive force of gunpowder. Mr. Genevais came over to England in the year 1760, and submitted his plan to the Board of Admiralty,‡ but without receiving any encouragement.

The celebrated Perier, who commenced his experiments in 1775, constructed a vessel impelled by a steam-engine, but the power of the engine was so small (being scarcely that of one horse) that it could not impart to the vessel sufficient velocity to ascend the river Seine to any advantage. The Abbé Darical, in 1781, and Desblanes, in 1802 and 1803, proposed several plans of the kind, which, not being superior to Perier's, were speedily laid aside.§ In 1782 a French nobleman, the Marquis de Souffroi, commenced a series of experiments on a large scale for propelling vessels by steam-power on the river Saone, at Lyons, with a boat stated to have

* Library, British Museum.
† La France Maritime. ‡ Stewart.
§ La France Maritime.

been 140 feet in length, an account of which was published in the *Journal des Débats*.*

In a pamphlet written by Robert Bowie, Esq., it is stated that about the year 1784, when the late Mr. William Symington, of Lead Hills, county Lanark, Scotland, was engaged in devising and constructing the model of a carriage to be propelled by a locomotive steam-engine, he became known to Patrick Millar, Esq., of Dalswinton, near Edinburgh, an amateur mechanic of considerable scientific acquirements, "who," says Mr. Bowie, "informed Mr. Symington that he had spent much time in making experiments for the propelling of vessels upon water by wheels in the place of sails or oars, and that they had been put in motion by applying manual strength to turning a handle or winch; he also said he had attempted to work them by the power of horses, as he had heard something of the same kind had been accomplished even by means of oxen in America. It occurred to Mr. Symington, and he stated his opinion to Mr. Millar, that a steam-engine might be constructed which would propel a vessel by communicating a rotary motion to the paddles by the alternate action of two racket-wheels, in the same manner as in the model of the steam-carriage then before them....The description of the model, and the manner in which it was intended to apply the power of steam, seemed to convince Mr. Millar of the practicability of the project, and he observed that if Mr. Symington thought he could construct a steam-engine, and work it with safety on board a vessel, an experiment should be made on a small scale; and it was expressly understood that the plan and construction of the engine, the mode of producing the rotary motion, and the means to be adopted to guard against danger, were to be left entirely to Mr. Symington." †

Soon after this conversation Mr. Symington caused a small steam-engine, on a similar principle to one for which he had previously procured a patent, to be fitted on board a small double-keeled vessel, lying on a lake near the house at Dalswinton, in the centre of which were worked two wheels (one forward and the other abaft) by an endless chain and racket-wheels. "With this vessel a trial was made of the power of the invention in the autumn of 1788, in the presence of Mr. Millar and several persons of respectability, when the boat was propelled in so satisfactory a manner that it was immediately determined to commence another experiment upon a more extended scale."

This second trial took place, as stated in the above pamphlet, in October 1789, on the Forth and Clyde inland navigation, in the presence of hundreds of spectators. The boat glided along at the rate nearly of six miles an-hour, and all parties declared their conviction of the success of the experiment. But shortly afterwards it appears Mr. Millar withdrew from such speculations, and Mr. Symington's pecuniary resources being insufficient to enable him, unaided, to go farther in endeavouring to introduce steam-navigation, he was compelled to desist.

In Stewart's History of the Steam-Engine (p. 149) it is stated that Mr. Millar, in 1787, had published a description of what he called a triple-boat, and presented copies of his pamphlet to the different sovereigns of Europe. In the same place it is also mentioned that Dr. Brewster, speaking of the invention, thus expressed himself:—"That this gentleman (Mr. Millar) was the inventor of the steam-boat in the strict sense of the word, I will not venture to affirm; but I have no hesitation in stating it as my decided opinion that he is more entitled to this distinction than any other individual who has yet been named." It is clear the Doctor was not aware of the important part borne by Mr. S. in these experiments. It is

* Stewart.

also stated in "La France Maritime" that Mr. Millar had made a voyage up the Seine in 1789, in a vessel propelled by steam power; but no mention is made of any such voyage in Mr. Bowie's pamphlet.

After an interval of ten years, it appears Lord Dundas of Kerse, who was an extensive proprietor of the Forth and Clyde canal, applied to Mr. Symington to construct a steam-vessel to supersede the use of horses in tracking vessels on the canal; in consequence of which a course of experiments was commenced in January, 1801, and continued until the April of 1803. Early in that year a trial was made on board a vessel called the Charlotte Dundas, on the canal, in the presence of Lord Dundas and many other gentlemen, having in tow two vessels laden, of seventy tons burden each: the passage to Glasgow, a distance of 19½ miles, it is stated, was performed with great ease, although it blew so strong a gale right ahead during the whole day, that no other vessel on the canal attempted to move to windward. Some time after this successful experiment Mr. Symington had a communication with the Duke of Bridgewater in London, and so completely convinced was that nobleman of the practicability of the project, that he gave Mr. Symington an order to construct eight vessels for his canals: but, just as he had completed his experiments, the hopes of remuneration he had so long and justly entertained were again frustrated by the death of the Duke and the final decision of the committee against the employment of steam-vessels on the canal. Unable to bear up under such repeated disappointments, this meritorious and ingenious individual was obliged to abandon the project; the boat was laid up in a dock of the canal, near Bainsford Drawbridge, where she lay many years exposed to the public view. Mr. Symington retired into the bosom of his family, his means exhausted, and his spirit wounded by neglect and injustice; he at length sank under the pressure of misfortune and ill health, and departed this life in the early part of the year 1831.*

According to the French account, before quoted, it appears that in 1785 and 1790 two Americans, named Fitelo and Rumsey, were engaged in a series of experiments on steam-boats in the United States; but, being unable to interest their countrymen in the project, they came to Europe, in the hope of better success. In 1799 an individual of the name of Bell was engaged upon a similar project in America, but met with no greater encouragement. In the mean time Fulton, an American, was occupied on the same subject at Paris, and proposed to the government of that country to apply the principle to the flotilla then preparing for the invasion of England; but his proposals were not accepted by Napoleon. Mr. Livingstone, who at that time was ambassador from the United States to the French Court, encouraged Fulton to persevere in his exertions: he was himself the author of some experiments for the application of steam-power to navigation, and in 1798 the State of New York granted him an exclusive privilege for twenty years, on condition he would construct a boat that would go at the rate of four miles an hour; but owing to difficulties of various kinds he abandoned the project, and it was Fulton who now arrived at the result so long desired by Livingstone. On the former returning to America, he procured one of Watt's engines, of twenty-horse power, from England, and after many difficulties he at length succeeded in establishing a regular steam passage-vessel between New York and Albany, which began to ply on the 3rd of October, 1807.

With respect to the claims of Bell and Fulton to having originated the principle of navigating by steam, it is due to the memory and merit of Mr. Symington to mention that, according to Mr. Bowie's account, "Bell had numerous opportunities of witnessing the whole of Mr. Symington's experiments, from their commencement to their termination; and that he was at the Carron Works, where he was often seen inspecting the ma-

* Bowie's Narrative.

chinery, even while it was being manufactured. Indeed to such an extent did he carry his curiosity, that the workmen used to complain to Mr. Symington of being unable to keep him out of the place where they were making the patterns: reference to the books of the Carron Company will prove the circumstance of his being present.*"

With respect to Mr. Fulton, the following statement occurs in the above pamphlet:—" It happened one day during the month of July, 1801, while Mr. Symington was conducting his experiments under the patronage of Lord Dundas, a stranger came to the banks of the canal and requested an interview; he announced himself as Mr. Fulton, a native of North America, to which country he intended to return in a few weeks; but, having heard of the steam-boat experiments, he could not think of leaving Scotland without waiting upon Mr. Symington, in the hope of seeing the boat and machinery, and procuring some information as to the principles upon which it was moved; he remarked, however beneficial the invention might be to Great Britain, it would certainly be of more importance to North America, considering her many navigable rivers and lakes, and the ease with which timber could be procured for building such vessels and supplying them with fuel. He thought fit farther to say that the usefulness of steam-vessels, in a mercantile point of view, could not fail to attract the attention of every observer; and that, if he were allowed to carry the plan to North America, it could not but turn out to Mr. Symington's advantage, as, if inclined for it, or his other engagements would permit, the superintending the construction of such vessels would naturally devolve upon him. Mr. Symington, in compliance with the stranger's earnest request, caused the engine fire to be lighted, and the machinery put in motion. Several persons entered the boat along with Mr. Fulton, and were carried from the Lock No. 16, where she then lay, to about four miles west, and returned to the place from whence they had started in one hour and twenty minutes, to the astonishment of Mr. Fulton and the other gentlemen present."†

Fulton had to encounter and overcome considerable prejudice in endeavouring to introduce steam-navigation into the United States; but the people of that country quickly perceived the vast commercial advantages to be derived from such a mode of communication to a country so extended, and so intersected by vast rivers and numerous navigable branches.

From New York steam-navigation rapidly spread to other parts of the American Union, by which that country is now enabled to combine all the advantages of a vast extent of territory, with a rapid and continued intercourse between its remotest parts.

That the Americans were the first to apply the principle of steam-navigation to purposes of maritime warfare is fully admitted, and in their first attempt to effect that object they evinced their usual enterprise and public spirit. In Buchannan's Treatise on Steam-Boats, two formidable war-steamers are described. The account, which was extracted from the American papers of the day, states in the year 1809 a large steam-frigate, called Fulton the First, was launched at New York, to commemorate (as they supposed) the inventor of steam-navigation. She was a double vessel, having a paddle-wheel in the middle, and armed with thirty-two long 18-pounders, but neither the dimensions nor the power of the engine are given. From another account it appears a second steam-frigate was launched at New York of the following surprising dimensions:—Length on deck, 300 feet; breadth, 200‡; thickness of her sides, 13 feet of alternate oak and corkwood; and, further to annoy an enemy attempting to "board," she could discharge 100 gallons of boiling-water in a minute, and by mechanical means brandish 300 cutlasses over her gunwales, and work an

* Bowie, pa— "

† Ibid., page 15.

‡ This last p

haine ent of all proportion.

equal number of heavy iron pikes, darting them from her sides with prodigious force, and withdrawing the same, every quarter of a minute. Thus an American citizen, rejected by the French Government, returned to develop among his countrymen a species of navigation which has rendered accessible, as well as habitable, districts which were hitherto desert; and now, after leaving the mouth of the Mississippi, the same steam-vessel can ascend that river and the Missouri, as far as the Yellow River, on one line of natural water, a distance of 2700 miles; and in the year 1821 there were 300 steam-vessels in full employment in America.

Notwithstanding the practical confirmation which the theory of steam-navigation received in America, it was not until the year 1811 a steam passage-vessel was established in the United Kingdom, or, indeed, in Europe. In the October of that year Mr. Bell (before mentioned), in conjunction with others, commenced running a small vessel on the Clyde, from the city of Glasgow to Greenock. She was called the Comet: her length was but 40 feet; her beam 10½ feet; and her engine of but 3½-horse power. Such was the novelty and apparent insecurity of such a mode of conveyance, that at first the Comet hardly cleared her expenses. She, however, continued to ply with increasing success until the summer of 1814, when she was laid up as being unable to compete with the more powerful steam-boats which were then rapidly being established. A larger vessel, called the Elizabeth, succeeded the Comet; and the practicability of the system becoming apparent, steam-vessels were rapidly increased both in size and number, not only on the Clyde, but on many of the other rivers in England.

It was not until 1815 that any of those vessels attempted to cross the Channel: in that year the Rob Roy, of 90 tons, with an engine of 30-horse power, made the passage from the Clyde to Belfast with perfect safety; and in the following year a steam-boat company was formed at Dublin by a number of wealthy and enterprising individuals, for the purpose of establishing a steam-communication between that city and Holyhead. Two vessels were built at Greenock, called the Britannia and Hibernia, of 107 tons burden, of 20-horse power each. They began to ply towards the latter end of the year 1816, and, in comparison with the Dublin packets, which were then small cutters, they made the passage with considerable regularity; but the engines, which were but single with a fly-wheel, were found insufficient in power, and the build of the vessels, which was that of schooners drawing ten feet water, was by no means adapted to steam-navigation; and although, from these and other causes, those vessels were ultimately laid aside, the attempt demonstrated the practicability of navigating the Channel by such means; and from that time steam-navigation has gone on steadily increasing until it has absorbed nearly the entire of the coasting-trade of the United Kingdom, and imparted a new impulse to our European commerce. It has been adopted by the Government for the conveyance of the mails, and partially introduced into the Royal Navy. We are informed there are now 100,000 tons of steam-shipping belonging to Great Britain, which receives an annual addition of 12,000 tons*, and that not of small vessels, but magnificent steam-ships from 500 to 1000 tons burden.

In the year 1815, stimulated by the splendid results obtained in America, steam companies began to be formed in France; but, owing to their want of experience in the construction of machinery, as well as from numerous local difficulties, the first speculations completely failed. But the success obtained in this country proved to the French that their failures depended upon causes which a little more observation would no doubt remove; and, in order to procure the necessary information on the subject, the French Minister of Marine despatched M. Marestier, an intelligent engineer, to

* Pamphlet by Messrs. Seward, civil engineers.

the United States, to draw up a report upon steam-navigation in that country, and at the same time ordered M. Montgery, Captain of a frigate, to proceed to America in his ship, to examine how far steam-vessels might appear applicable to maritime warfare; since which period France has paid unremitting attention to the improvement and extension of her steam marine. Russia is also using every exertion to the same end; and about ten years ago, when steam-navigation was but in its infancy in Europe, we are informed in the pamphlet before quoted, the Dutch Government commenced building an immense steam-ship called the Atlas, intended to run between Holland and the settlements in the island of Java. She was, perhaps, the largest vessel of the kind ever built—being 230 feet in length, of 1800 tons burden, having engines of the collective power of 300 horses. This attempt was a wonderful instance of what might be accomplished by enterprise and perseverance, joined to a very moderate degree of information and experience; but, owing to the imperfection of the machinery and other causes, this vessel was never sent to sea.

Seeing, then, the endeavours of other maritime nations to establish powerful steam navies, it behoves Great Britain to use her best exertions to perfect that description of force upon which her maritime superiority must henceforth mainly depend.

[To be continued.]

MEMOIRS OF GENERAL AND FLAG OFFICERS RECENTLY DECEASED.

VICE-ADMIRAL SIR THOMAS CANDLER, of the Imperial Russian Navy, Knight of the several Orders of St. Anne, St. George, and St. Volidemar.

THIS distinguished officer was born at Birr, in 1765, where his father, then a Captain in the 10th Regiment of foot, was quartered. He was paternally descended from an ancient Irish family, being grandson of the venerable Henry Candler, Archdeacon of Ossory, and great-grandson of Thomas Candler, Esq., of Callan Castle, in the County of Kilkenny, and of Jane his wife, daughter of Sir Henry Tuite,* of Sonagh, Baronet, by Diana Mabbot, niece of Edward Hyde, the celebrated Earl of Clarendon; and on the maternal side from the eminent and ancient Yorkshire family of Vavasour,† now extinct in the male line, his mother being the only daughter of William Vavasour, Esq., of Weston Hall in that county, by Anne, daughter of John Chaplin, Esq., of Tathwell, in the county of Lincoln.

He quitted Weston in all the elasticity of spirit and buoyancy of youth. On the morning of his departure his uncle led him aside into the library, where, taking down his own sword which had been there suspended many long years, he buckled it to the belt of his fatherless nephew, exhorting him to British prowess, to be ever foremost in defence of his

---

* Through the ancient and illustrious families of Tuite, Aylmer, Nugent, Lords Delvin; Fitz-Gerald, Earls of Kildare; Grey, Marquises of Dorset; Bonville, Lords Bonville and Harrington; Neville and Montacute, Earls of Salisbury; Holland, Earls of Kent; Vice-Admiral Candler was lineally descended from the Princess Joan, commonly called "The Fair Maid of Kent," daughter of Edmund Plantagenet, Earl of Kent (by Margaret, daughter and heiress of Lord Wake), son of Edward I. King of England, by his second consort, Margaret, daughter of Philip III. King of France.

† The Vavasours were summoned to Parliament as Barons so early as the reign of Edward I., but the second Lord de Vavasour leaving no male issue, the ancient Barony is supposed still to exist in the descendants of his daughter, while the great estates passed to the heir m

country's honour and her rights. Loaded with the benedictions and wise counsels of his excellent kinsman, young Candler bid a final farewell to the venerable seat of his maternal ancestors, to his home, and those local scenes and sports so dear to boyhood, so precious to the recollection in riper years. But circumstances and events over which mortals have no control destined him to serve another country and its Sovereign—to promote by his fidelity and zeal to an advanced old age the interests and glory of the vast and puissant empire of the Czars. He first proceeded to join his sister, Lady Cope, and Sir Jonathan, who was then with his regiment. They immediately presented him to the Marquis of Clanricarde, under whose protection he commenced his naval career in the year 1780. The Marquis and his sisters, the Ladies De Burgh, with Sir Jonathan and Lady Cope, accompanied him to Portsmouth, where his noble patron procured him the appointment of midshipman on board the ship that bore Admiral Barrington's flag, which soon after went to sea, and cruised with the channel fleet during the summer. At the close of that year he went out with Sir Samuel (afterwards Lord) Hood to the West Indies, where he remained until the end of that war, having been in eleven engagements without receiving a wound, though many were killed and wounded around him. At this period his late Majesty William IV. (then Prince William Henry) joined the ship as midshipman, in which he served and remained on board until it left the West India station. Candler then entered into a guard-ship, and continued in the English service until the year 1788, when, seeing no appearance of war, and therefore no prospect of immediate promotion, he, by the advice of Lords Clanricarde and Hood, who furnished him with letters of recommendation, went to Russia and entered the Imperial service as a volunteer, which several English had already done. He received every attention from the British Minister at the Russian Court, Lord Whitworth (then Sir Charles), who afterwards married her Grace the Duchess of Dorset, niece of Candler's brother-in-law, Sir Jonathan Cope, Baronet. While a young officer, he was in the habit of frequenting the Palace at St. Petersburgh, possessing many acquaintances within its precincts, where he unexpectedly and most opportunely encountered his godmother, of whose residence in that country he was ignorant, and whose domestic and pecuniary misfortunes had rendered her an object of interest to every sympathising heart. This lady was of a high family; her father had been a General in the British service; she married, in early life, Colonel Winch, of the Guards, and became soon after her union a widow, with an only daughter, to whose education she wholly devoted herself. Miss Winch's predominant talent was music, the cultivation of which became the bane of her future life, and marred her brilliant prospects. Her mother procured her the instruction of a celebrated artist of the day, who, betraying his trust, gained the affections of his young and artless pupil, weaned her from her duties and the dignity of her station, and an elopement and marriage were the consequences. Through the conciliating interference of mutual friends, and there being no alternative from a legal union, maternal affection resumed its influence over resentful sentiments, and Mrs. Winch resolved to receive again her truant child with the partner she had so indiscreetly chosen. In a short time this designing man so entirely insinuated himself into the confidence of his mother-in-law, that, committing to him the management of her pecuniary affairs, she realized her long-formed wish to visit France, where she continued for some months to receive punctually her remittances; but on their suddenly ceasing, and her letters of remonstrance remaining unanswered, she found herself without resource amongst foreigners, therefore returned in haste to England, where she was apprized that, after squandering the whole of her property, the unfortunate daughter, with her husband, had left the country, leaving no trace of their residence. Thus irretrivably plunged in mental and pecuniary afflictions, her con-

nexions again congregated around the unhappy parent, urging her to accept the offer of a safe conduct to Russia, where she was assured of powerful protection, which was, soon after her arrival, completely realized by receiving a distinguished appointment in the household of the Dowager Empress, which she continued to hold until the hour of her demise, the previous death of her unhappy misled child of a broken-heart having left her without any near domestic tie or other inducement to return to her native land.

Under the Imperial roof young Candler had also the good fortune to become acquainted with Miss Dillon, of his own native Hibernian Isle, who was at that time attached to the person of the Grand Duchess Marie, and had subsequently the honour of attending her Imperial Highness on her marriage to the Duchy of Weimar, where she closed her life. Miss Dillon was an excellent warm-hearted woman, who soon took a strong maternal interest in her youthful expatriated compatriot, rendering him many considerate little services, and giving him a room in her apartments to avoid the unnecessary expense of an hotel.

It is ever a high gratification to recal to the memory with what general cordiality, in those more remote days, the inhabitants of the British Isles fraternized with each other; thus dignifying their country in the opinion of foreigners, by rendering mutual good offices in distant climes.

But to return from this long digression to the immediate purport of our memoir,—Candler did not long remain in inactivity; the war which had broken out between Russia and the two Powers of Sweden and Turkey enabled him to serve in the Russian fleet, and to assist in all the glorious engagements against the Swedes, which terminated so disastrously to the latter, that Sweden has never since recovered its ancient naval splendour.

At the conclusion of this war he returned to England, which seemed to be at the moment of a rupture with France; but, being again disappointed in his expectation of promotion, and a treaty of alliance having been ratified between England and Russia, a squadron, also, arriving at that epoch at the Nore, he waited upon Admiral Kenicoff, the Russian Commander-in-Chief, who, struck by the naval ardour and abilities this young man had uniformly displayed, persuaded him to join his squadron, and act in a diplomatic situation; that is to say, to transact all the business between the squadron and the British Admiralty, and ultimately decided him to devote himself to the Russian Navy. He was at the taking of the Dutch fleet in the Texel; on which event he received from the Emperor Paul the third class of the order of St. Anne. He subsequently removed to a squadron up the Mediterranean which had two engagements with the Turkish fleet, and so distinguished himself as to receive from the Emperor Alexander a gold sword, having the words "For Valour" engraved on the hilt.

Upon the change in the political affairs of Europe in the year 1808, when Russia united with France against England, the Emperor ordered the English serving in his fleet in the Mediterranean to return to Russia, at the same time sending them a letter of thanks. They returned by land through Portugal, Spain, France, and Germany, taking Vienna in their way, a journey that occupied them three months, as they remained some time at each of the different capitals. Captain Candler was at Naples when the Royal family fled from that city, and at Lisbon during a similar event. At Madrid he also witnessed the melancholy departure of the Royal family of Spain from the Escurial; and he arrived at Bayonne during the time that Napoleon was carrying on his political intrigues, and when both the Kings of Spain, as well as the Prince of Peace, were there.

When he and his English companions reached St. Petersburgh, they received immediate orders to retire to Moscow, where they remained inactive until the conclusion of the war with England in 1812.

In the spring of this memorable year he was again summoned with the other English to St. Petersburgh, where he received a command to join the flotilla in the Baltic, which was destined to cruise between Riga and Dantzic, in order to co-operate with the army on shore. He was appointed Captain of this flotilla, that is, adviser with the Chief of the flotilla, which consisted of between 300 and 400 vessels and gun-boats. He was honoured on that expedition by the Emperor Alexander with the second class of the Order of St. Anne and the third class of the Order of St. George.

At the end of the year 1812 Captain Candler came to England with the Russian fleet, which remained until the peace of 1814, acting again in a diplomatic situation—all the affairs relative to the fleet and the British Government passing through his hands; on which account it was necessary for him to remain near the person of his Commander-in-Chief.

During this period his late Majesty, then Duke of Clarence, went in state to pay a visit to the Russian fleet, when he dined on board with a numerous suite, and appeared much pleased to meet his old comrade and shipmate Candler, to whom his Royal Highness related several anecdotes which had occurred while they served together that had totally escaped his memory;* and he had afterwards the honour of dining in company with the Duke several times while his Royal Highness remained on that coast. Upon Captain Candler's return to Russia, at the particular request of Count Stroganoff, the Emperor appointed him to command a frigate (leaving to him the choice), for the purpose of conveying that distinguished nobleman abroad for the benefit of his health, who was accompanied by his Countess and her brother, Prince Galitzin (afterwards Governor-General of Moscow), as far as Copenhagen: but just as the frigate entered the North Sea, and but two days after the Prince and his sister quitted it, Captain Candler had the affliction to lose this powerful friend, and Russia one of the wisest and most distinguished of her nobles. After this event he resumed active service, and one year commanded a squadron from Archangel to Cronstadt, when he received the thanks of the Emperor with the second class of the Order of St. Anne in diamonds, and the following year was promoted to the rank of Rear-Admiral, and for thirty-five years' zealous service the fourth class of the Order of St. Volidemar.

In the summer of the year 1832 he had the command of the first division of the fleet at the Texel, passing the following winter at Revel.

The remaining four years of his eventful life he passed at St. Petersburgh, during which time he obtained his rank of Vice-Admiral. He breathed his last on the 18th of January, 1837, in the 72nd year of his age, at the completion of nearly half a century past in services to the Russian empire, regretted by all ranks of persons, and to the inexpressible grief of his four young orphan daughters.

He was buried at St. Petersburgh with the honours due to his high naval rank, his remains being borne to the grave by six Officers, and received at the entrance to the church by a regiment, other naval Officers bearing the Rear and Vice-Admiral's flags and the several Orders of Knighthood worn by the deceased; a military band playing solemn funeral music during the progress of the procession to the cemetery, where, after the lowering of the coffin, the usual volleys were fired over the grave.

Admiral Candler was twice married: first, at Moscow, to Mademoiselle Marie de Lotazoff, a lady of ancient noble family; a splendid but transient union, as death deprived him of his bride ere the termination of the first

* As another instance in point of the accurate memory of his late Majesty William IV.—the peculiar attribute of his Royal dynasty—when a nephew of the Admiral's attended a levee in the spring of 1836, the Lord in Waiting miscalled his name; but, upon his Lordship's immediately correcting his mistake, the King reiterated, with his characteristic quickness, "I know, I know;" inquiring in the kindest manner after his uncle, and even entering with apparent interest into the most minute details relative to the welfare of that gallant officer.

month, at their country residence near Kalonga. In more advanced life he espoused the young and very beautiful Miss Booker, daughter of the British Consul at Cronstadt, whom he had the misfortune to lose at the early age of twenty-eight, leaving him the father of four interesting little girls. These motherless children were some time after adopted into St. Catharine's, one of those far-famed institutions for the education of the ancient noblesse of Russia, founded by the Empresses, who have ever successively continued to watch with maternal solicitude over the rising female generation of their aristocracy, whose domestic conduct in life is to serve as models to the inferior classes; their present Imperial Majesties themselves presenting a brilliant example of connubial attachment and domestic virtue, which has already had a potent influence over the higher circles of that great empire.

A tribute of grateful acknowledgment is due from the family of Admiral Candler to the reigning Grand Duchess of Saxe Weimar, to whose powerful recommendation to her august brother the Emperor his orphans are indebted for their reception into that unrivalled institution. This Royal Personage, who, by the Imperial dignity of her bearing, blended with the softer female virtues and graces, diffuses new charms over the Court, thus aiding her royal and benevolent consort, so distinguished for his gracious reception of strangers, in rendering it one of the most alluring and agreeable residences among the smaller Courts of Germany; while her mental powers and talents enable her to discriminate merit, and by her active protection of it continue the high reputation Weimar has long held in literary fame.

FOREIGN MISCELLANY.

FRANCE.

From the latest enumeration of the corps of officers attached to the French Army, it appears that the present number of Marshals is 11, of whom five were appointed by Napoleon, two in the reigns of Louis XVIII. and Charles X., and four by Louis Philippe. The number of Lieutenant-Generals is 134; 34 of them having received their appointments from Napoleon, 44 from Louis and Charles, and 42 from Louis Philippe. There are 203 Maréchaux de Camp (Major-Generals, or Generals of Brigade); 29 Colonels on the Staff; 23 Inspectors(?), or Intendants Militaires; 20 Colonels of Gendarmerie; 96 Colonels of Infantry; 55 Colonels of Cavalry; 46 Colonels of Artillery, and 28 Colonels of Engineers. The total number of officers is 16,397; of these, 7 were appointed in the days of the French Republic, 324 during Napoleon's imperial sway, 2330 in the reigns of Louis XVIII. and Charles X., and 13,308 under the present Government. With regard to the remaining 208, there seems to be a doubt as to the source from which their appointments emanated. The garrison of Paris consists, at present, of nine regiments of Infantry of the Line, four of Light Infantry, one each of Hussars, Lancers, and Dragoons, and a regiment of Artillery.

HOLLAND.

The Dutch Navy consists, at present, of 174 ships of war, 71 of which are in commission, and 14 on the stocks. Among these vessels there are 2 of 84 guns, 6 of 74, 1 of 64, 2 of 62, 1 of 60, 1 of 54, 14 of 44, 5 of 32, 12 of 28, 2 of 20, 10 of 18, 1 of 12, and 3 of 8. Of the remainder there are 1 vessel for training officers and men, 3 steam-boats, 3 transports, 10 gun-boats armed with a mortar and 3 guns, 33 large and 46 common-sized gun-boats, and 15 oared gun-boats.

POLAND.

Warsaw.—At the close of the year 1835 the buildings were 4298 in number; namely, 2968 houses of stone, and 1330 of wood. They were insured in the Polish Fire Assurance Offices in the sum of 75,683,725 Polish florins—about 1,900,000*l.* sterling. At the same period the population amounted to 133,884 souls, of whom 33,389 were Jews. In 1834 the numbers were 136,662: the decrease, therefore, which took place in 1835, amounted to 2178. The leading articles manufactured in the town, and exported, were carriages, in value 156,000 florins; piano-fortes, 87,520; saddlery, 82,480; plated silver ware, 82,180; carpets, 63,400; agricultural machines, 47,850; and woollen goods, 44,200.

GREECE.

The Government have set the first precedent in colonization, by ordering a military colony to be formed at Erakli, the ancient Herakleia, a deserted village, between three and four miles from Athens. The colonists are to consist of German soldiers, who have completed their period of enlistment, and conducted themselves well. Each of them is to receive forty stemmata of arable land, and two of garden-ground: the property is to be exempt from rates and taxes for the first three years, but after that time it is to be liable to land-tax and tithe; and is to descend to their children. The number of colonists to be admitted in the first instance is sixty, with their families; they are to be under the superintendence of a head man, to whom 100 stemmata are to be assigned. Their residences are to be erected at the public expense, and will form a quadrangular range of buildings, surrounded by a wall, in order to protect them from predatory attacks. The colonists are to retain their arms and clothing, and, besides, occasional musters are to be exercised regularly every Sunday. They are to receive three months' pay in advance, for the purpose of procuring the necessary utensils and seeds: in addition to this, the Government engages to supply them with two cows and a plough, for which they are to pay by subsequent instalments. The soil of Erakli is rich, and watered by the Cephisus. Twenty soldiers, with their families, have already settled on the spot. Men from every branch of the service are admissible, except from the artillery; the last corps will form a distinct colony near Tyrinth, in the neighbourhood of Nauplia, which is their head-quarters.

PRUSSIA.

THE DUKE OF MECKLENBURGH STRELITZ.

The recently-deceased Prince Charles, Duke of Mecklenburgh Strelitz, was brother-in-law of the present Kings of Hanover and Prussia, and General of infantry as well as Commandant of the Prussian Guards. He was born at Hanover on the 30th of November, 1785; his father, who became Duke of Mecklenburgh Strelitz in 1794, being at that time a Field Marshal in the Hanoverian service. The present Queen of Hanover and the deeply-lamented Queen of Prussia, who died broken-hearted in the year 1810, were daughters of the same Prince by a previous marriage. Duke Charles entered the Prussian service at a very early age; at that of nineteen he held a commission as Captain on the Staff, and in 1806 accompanied the King of Prussia, as Major in the 1st battalion of Guards, in his flight after the battle of Jena, having displayed much gallantry as well as military tact during the short and disastrous campaign on the Saale. For his services on this occasion the Prussian Sovereign bestowed the Order of the Black Eagle upon him. In the year 1813 we find him in command of a brigade, attached to General Yorck's corps in Silesia, with the rank of Major-General. He led his troops with distinguished skill during the movements which preceded the memorable battle of the Katzbach—a conflict in which

he eminently signalized himself. On the 21st of August the small column commanded by him arrested the advance of the French troops during the whole day, though they repeatedly renewed their attacks on his position with greatly superior numbers: he withdrew from it at nightfall only, in consequence of general orders.

Blücher having some days afterwards resolved upon resuming the offensive, the Duke was directed to keep up the communication with the corps of Generals Langeron and Sacken, to whom orders had been sent to advance simultaneously with the Field-Marshal. In conformity with these directions, he put his brigade in motion on the 28th of August, but had scarcely pushed his advance as far as the neighbourhood of Goldberg when he was furiously attacked by three French columns, vastly outnumbering his own troops and supported by thirty pieces of cannon. He stood his ground nobly, and at one of the most critical moments of the day seized upon a standard, placed himself at the head of one of his battalions, and drove the enemy back; their utmost efforts, even after he had lost one-half of his men, could not force him to abandon his position. For this brilliant achievement he received the Iron Cross of the first class.

On the subsequent 13th of October, the day on which the Prussian army crossed the Elbe at Wartenburg, he had a fresh opportunity of distinguishing himself. He had received orders to outflank the right wing of the French; and, in pursuance of them, threw his brigade across the Elbe, ascended it in the direction of Bleddin, a small village, attacked the French who were posted in it and defended it gallantly, and drove them out of it, with the loss of nine pieces of cannon and a considerable number of prisoners. The success of this operation forced the right wing of the French to retreat, and was the main cause of the signal advantages obtained by the Prussians on that day.

He again distinguished himself in the battle of Möckern, which was fought on the 16th of the same month: for, in the course of this sanguinary conflict, although exposed to a desperate fire from the French batteries and columns, he headed his brigade in a charge with the bayonet, and compelled that portion of the French line which he assailed to give way. At the close of this struggle his brigade was almost entirely cut up, he himself, and every officer on his staff, were wounded, besides seven superior officers left on the field of battle. In fact, this day cost the Prussians, in killed and wounded, 172 officers and nearly 6500 rank and file. We have it from an eye-witness, that while the wounded Duke was in the act of being placed in a waggon, the groans of another wounded fellow-officer, who was lying close by, having struck his ear, he cried out—"Halt! good fellows! here is a poor comrade who needs your assistance far more than I do; set me down, and attend to him first."

In 1813 he was appointed to the command of the 1st of the Line, the oldest regiment of foot in the service, and in 1815 was made Lieutenant-General and Commandant of the Royal Guards and Grenadiers, at the head of which he entered Paris in the early part of July in that year. He retained this distinguished post until the day of his death, though the declining state of his health did not permit him to take an active part in the personal discharge of its duties. His experience and varied acquirements, which extended much beyond a merely military sphere of action, were the occasion of his being intrusted with the high appointment of President of the Council of State, the supreme deliberative body in the Prussian dominions. The great feature of his character was firmness of mind, united with that strength of purpose which flows from right principles of action; as a soldier, he was remarkable for his personal bravery, great coolness and presence of mind, and a quick [illegible] eye. He was possessed of the esteem and confidence of his [illegible] had a fine taste for poetry, which evinced itself by several [illegible] of considerable merit.

ALGIERS.

The Bey of Constantineh.—Achmet Bey appears to be between fifty and sixty years of age. The expression of his countenance bears no indication about it of his savage and remorseless disposition; it is animated, full of motion, and intelligent. He is of the middle size, well made, and light and supple of limb. His enunciation is rapid,—a very rare circumstance among the Arabs, who study to be as measured and dignified as possible in their manner of speaking. He has great bodily strength and activity. In spite of his age he is an inveterate sensualist; and, being rich and avaricious, is a terror to both males and females; as intent upon pillaging the one of their wealth as the others of their virtue. For this reason numbers have turned their backs upon Constantineh. To complete a long list of crimes and cruelties, he put his own uncle, Ben Gannah, to death, who was a second parent and protector to him in the days of his helpless childhood; and this without any other inducement, if public report is to be credited, than a desire to make himself master of his victim's treasures. He possesses, however, one good quality—a rare one, indeed, among his Arab brethren; his word is inviolable. Indeed, Hussein Dey is known to have observed to General Bourmont, in 1830, "Should Achmet send you his submission, you need not have the slightest apprehension of his deceiving you; he has never been known to break his word." On the occasion of the first attack which the French made upon Constantineh he retired to a distance and waited the issue: when they retreated he did not follow them in person, but immediately returned to the town and ordered the eight members of the council who had given their votes, or shown a disposition to open the gates to the assailants, as well as the bearers of the flags of truce, to be put to death without mercy.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Commander Dickson on the Royal Naval Charitable Society.

Mr. Editor,—The distant period of the last European conflict, removed from us by nearly the fourth of a century, has almost made us, and all other nations, by force of habit, as well as inclination, pacific countries.

The great intercourse existing between us and the continent, while it has afforded them an opportunity of an acquaintance with our arts and sciences, has conferred still greater benefits, by imparting to them a general knowledge of those establishments and institutions formed in this country on the mutual principle, for the benefit of widows and orphans, and of those classes whom old age and unforeseen misfortunes deprive of the power of possessing those comforts which they were enabled to possess in their youth. Nor is it alone to the subscribers that these ulterior advantages are given, but the nation *en masse*, and Government, are equally benefited by these professional unions; for, while it creates a national spirit among the associates, it tends greatly to relieve the Government from that pressure which the numerous applicants for pecuniary relief naturally cause.

It is with these views, and my desire of imparting them to my brother officers, that I forward for your examination the enclosed tabular statement, which will convey at a glance the very superior advantages which mutual association confers upon its members, and at the same time demonstrate that the benefits of the Royal Naval Charitable Society are second

to none in the world. Indeed so greatly do they exceed those of any other similar societies, that the widows and orphans of many of the subscribers have received above fifty times the amount of their subscriptions: thus widows and orphans of Captains have received upwards of 300*l.*, and those of the Wardroom, nearly 200*l.*

This statement, the result of much labour and experience, useful alike to the society and to others as a model, I have great pleasure in presenting to the Service, through your Journal, as one of those useful acts which the late secretary, my predecessor, Mr. Hancock, laid before the society, as a stimulus to my brother officers to participate in those benefits which it holds out to them.

I am, Sir, your obedient servant.

November 16th. W. H. DICKSON.

*** We regret that the form of the table enclosed by our zealous and esteemed correspondent does not admit of compression within the limit of our pages—but we cordially recommend the excellent institution, of which it represents the statistical details, to the patronage and co-operation of the Service. The table, being printed, may, we presume, be distributed. —ED.

Captain Jebb on a Passage relating to the Third Dragoons in Colonel Napier's History.

MR. EDITOR,—I request on the part of myself and friends (late Officers in the 3rd Dragoons) that you will do us the favour to insert in your next United Service Journal the substance of a statement sent to Col. Napier, at the particular desire of several Officers late of the 3rd Dragoons, by Lieut.-Colonel W. L. Clowes, late Major of that Regiment, and commanding it on the occasion when, in the 5th vol. p. 154 of the Peninsular War, the following mention is made of it:—

"The 14th Dragoons and German Hussars were hard pressed; the 3rd Dragoons came up in support, but were immediately driven back again by the fire of some French infantry."

I have the honour to be, Sir, your very obedient Servant,

H. G. JEBB, late Capt. 3rd Dragoons.

SUBSTANCE OF STATEMENT.

The 3rd Dragoons, at the time alluded to*, were detached from their brigade (Major-General Le Marchant's), and placed under the direction of Lieut.-Colonel Osborne, Assistant Quartermaster-General, in support of two guns of the Artillery, on high ground, commanding an extensive view of the enemy's forces; and, a large body of their cavalry being observed advancing, apparently with an intention to attack the 14th Dragoons and German Hussars, under Major-General Alten, who were so placed as not to be aware of the strength of the force coming against them, the 3rd Dragoons were marched, by permission of Colonel Osborne, without loss of time, to their relief, and, on arriving at the top of some rising ground, which concealed their approach, the two regiments before mentioned were seen at a short distance retreating, broken and intermixed with the enemy, who no sooner saw the advance of the 3rd Dragoons than they quickly retired, and did not re-form until they had nearly rejoined their reserve. The 3rd Dragoons advanced to charge them, but were halted by Major-General Alten, he giving as a reason that his brigade was not re-formed, and, without their support, any attempt on the part of the 3rd Dragoons to charge so superior a force must end in defeat. In consequence of this order the 3rd Dragoons remained halted and fronted to the enemy until they (the enemy) retired from the field, when, a divi-

---

* Affair of the Guarena, 18th July, 1812.—ED.

vision of French infantry and artillery opening a brisk fire upon the 3rd Dragoons from the hills on their right, they retreated slowly, halting and fronting occasionally, expecting the return of the French cavalry, which not reappearing, they continued to retire until they joined General Alten's brigade, and then, after receiving the Major-General's and Colonel Hervey's repeated thanks for the services rendered them, they, by order of the Major-General, returned to the station they had quitted.

The 3rd Dragoons lost on this occasion, in killed and wounded, one officer, eight men, and twelve horses, and were not driven back until they had effected the object on which they had volunteered their services.

2, Clarence Parade, Cheltenham, Nov. 20, 1837.

Mr. Landels, late 22nd Foot.

Mr. Editor,—With the deepest sensation of gratitude I have had the pleasure of reading the article you have so ably and kindly set forth in my behalf, touching the nature of the unmerited and unprecedented grievances which have been the cause of the utter ruin that has overtaken myself and unfortunate family, without a friend in existence in whose power it is to render any substantial relief.

I feel the more astonished, Sir, at the cruelty with which I have been treated, on taking into consideration the many acts of clemency that have been bestowed on other officers, whose cases in many instances were more culpable than mine, even had I been guilty (but which I never was) of the unfounded charges alleged against me.

This, Sir, I need not trouble you by enlarging on now, as I understand you are already, through the disinterested kindness of a gentleman to whom I am under the deepest obligations, in possession of a copy of the facts disproving the charges on which I was tried, the originals of which I shall feel much pleasure to produce at any time.

It might have been presumed that the long services of my father (sixty-three years), independently of my own of twenty-three years, would have induced some commiseration in behalf of his son, whatever erroneous impression the General Commanding-in-Chief may have of my unfortunate case; and to convince you, Sir, that I have no vindictive feelings to satisfy against those who took so active a part in my ruin, I solemnly assure you I should feel one of the happiest men in existence, and grateful too (from the deplorable situation to which I am reduced), if a boon or pittance were granted sufficient to enable me to emigrate to any of the most distant colonies—the only prospect I can now look to, to bury my grievances in oblivion, and realize the future subsistence of my large family; and I feel assured that such an act of charity could not only not detract anything from his Lordship the General Commanding-in-Chief, but that it would be hailed universally (as far as is in my own knowledge) with extreme satisfaction both in and out of the Service, many of whom have already expressed in so genuine a manner their deep sympathy of my sufferings.

Trusting the painful situation in which I am placed will be a sufficient apology for trespassing so much on your valuable time, and begging to return my humble yet grateful thanks for your kindness,

I shall ever remain, with much respect,

Your very humble servant,

G. Landels,
Late 22nd Foot.

51, Carey Street, Lincoln's Inn, 11th Sept., 1837.

Suggestions for improving the Condition and Dress of Regimental Officers.

Mr. Editor,—Despite the repeated expostulations of your correspondents, most clearly and respectfully represented, there appears a dis-

heartening determination on the part of the authorities "that be," to disregard their unanimous complaints. That such is the case must be apparent to all who attentively note the mild and candid communications in your Journal, and the very little consideration they receive from their arbitrators.*

Few subjects deserve to be more fully mooted in your pages than those that may tend to make the income of an officer compatible with his rank in society, and with his imperative amalgamation in appearance, habits, and mode of living, with "the character of an officer and a gentleman;" and any suggestions promoting this object are worthy the regard of those for whose consideration they are submitted, and in whom the power of adopting them is alone vested. Nor can they be deemed needlessly querulous, who, by temperate remonstrance, seek to render the pay and barrack accommodation, granted by Government to an officer, less disproportionate to the external appearances that he is required to maintain. It is evidently with this view that so many of your correspondents have recently endeavoured to direct the attention of those in power to several feasible alterations in our dress and quarters, which, without in any degree prejudicing the benefit of the Service, would materially assist the soldier of fortune in his laudable endeavours to limit his expenditure to his means, and avoid the bailiff and the Jew—the Scylla and Charybdis of his novitiate; for how frequently do we witness the unsophisticated seek refuge from the one in the inviting clutches of the other, when the last state of this man is worse than the first.

It would far exceed the reasonable limits of this letter to recapitulate a tithe of what has been so justly urged against the discreditable quarters in which the officers of the line are often immured, both with relation to the insufficiency of the rooms themselves, and the utter want of any of those conveniences that for the last century have been considered indispensable in any domicile of gentlemen, tradesmen, or mechanics. Suffice it to say that an individual, used from his infancy to at least some of the decencies of the nineteenth century, finds himself incongruously deprived of them on his appointment to a proverbially refined profession; and his ideas of cleanliness and respectability violated by being compelled to sleep, wash, dress, breakfast, read, and receive the visits of new acquaintances, in the same unprepossessing apartment of fourteen feet square, cheered by windows that may be truly said, in the words of Gray, to "exclude the light;" and consistently furnished with one small table and two chairs.

It is idle to argue that, as many good soldiers of the old school endured these nuisances, we of the present era should not repine: as well might it be said that queues and hair-powder having been considered highly military, and no doubt considerably admired by our ancestors, we should have no cause to deprecate the infliction of such an abomination upon the present race. It is surely not unreasonable to expect to steer in the wake of improvement, and to partake of some of the inferior benefits conferred on other classes of men by the rapid progress of every art and manufacture to perfection.

Every Captain, or Subaltern, should be provided with two papered rooms, furnished with two tables, four chairs, and a cupboard, and an iron bedstead of an uniform size and pattern: by this convenience, the baggage of a regiment on a march would be decreased by upwards of one cwt. per officer; and the prescribed allowance for the carriage of a subaltern's requisites might be sufficient for the purpose; and the prospect of a bill for excess of weight, following every move, would disappear. Water-closets should be attached to every barrack. A servant's room should be

* There is much truth in these observations, which we commend to the attention of the authorities. It is at all times better that improvements should be voluntary than compulsory.—ED.

allotted for the use of every three officers, and within hail of all, and not, as is too often the case at present, several flights of stairs distant. The Barrack Department should be held responsible for their thorough cleanliness and regularity when delivered over to a corps, and make an inspection the day previous to its departure, and in the presence of every occupant, when such charges as will be made against each should at the time be notified: a copy of the whole barrack damages should be given to the Quartermaster of the relieving regiment, who should personally ascertain, for the satisfaction of his own corps, that each particular deficiency and repair enumerated had been supplied. The present method of inspecting the barracks, after the departure of a regiment, is highly objectionable, inasmuch as the officer left to give over the quarters to the Barrack-master connot possibly be acquainted with the state in which every room was taken; and, consequently, how far the charges against the regiment are correct: he pays the amount, which of course must be refunded to him, and all subsequent remonstrance is futile.

Some expense must necessarily attend the execution of these measures, and I fear the passion of the present Government for the most trivial retrenchments is not likely to favour the introduction of any innovations (however desirable) tending to increase the comforts of the existing Army, whilst those veterans who have toiled in all climes for their country's honour and weal, still remain slighted and neglected. Should that unworthy economy be again urged as an excuse for the total neglect of our grievances, its consistency with preceding negations ought to insure its admission.

I will now point out some desirable alterations in "dress," which, in relieving considerably the purse of the officer, will in no way affect that of the public, and cannot, therefore, be liable to the usual objection. The frog-belt is most ingeniously contrived to destroy the blue parade coat; and, indeed, it would be difficult to devise any method of affixing the sword to the waist so well calculated as the present to wear in holes the elbow and body of a coat, and, at the same time, so effectually to obstruct an individual in the performance of those active exertions that may be required of him in the field or on the parade-ground. From what costume it was borrowed, or from what source its use originated with us, I have been at a loss to ascertain; I must, therefore, conclude it was derived from the butcher's belt and steel, to which it certainly bears no small resemblance.

Nobody who has ever marched much with infantry can have failed to observe the majority of officers carrying their swords in their hand, or under the arm, and disengaged from the frog. Were this not sufficient proof of its inconvenience, the universal aversion to it (which could not exist without good reason) must carry some weight to its confirmation; in fact I do not scruple to affirm that it is inferior, in point of appearance, utility, and comfort, to the sling-belt, and that it involves a most unnecessary and vexatious expense upon the officer. The Prussians do not wear it. It has not, therefore, even that most trite recommendation to sanction it.

The same objections apply to the shoulder-belt, worn in full-dress. This should be superseded by a waist sling-belt, with a small plate in front, bearing the number or badge of the regiment: the belt might be made of buff or red morocco leather; the latter would be preferable, as then we should be totally exempt from pipe-clay, with which the whole dress is now inevitably soiled.

The fear of excluding more valuable matter from your Journal (in the event of this being considered worthy of publication), and not the want of materials, induces me to draw to a conclusion. Should the sympathies of our rulers, at any future period, be disposed to relent, and admit our claims to their mediation, I may venture to assert that their *hauteur* will

be more honoured in the breach than in the observance; and that the only persons connected with the profession who will have cause to regret their interference will be the Army clothiers.—I have the honour, &c.

T.

Brevet Rank and Military Retirements.

MR. EDITOR,—I addressed you on the 16th ult. on the subject of Brevet Rank and Military Retirement, which, I fear, did not reach you in time for insertion in this month's Number of your valuable and useful Journal. I now propose, in connection with the Regulations on that head, to show up the system hitherto pursued in the distribution of Military Brevets and Rewards, or Retirement for Services—its defects, and the remedy to be applied.

First, then, to elucidate the partial and unjust working of this system, it will be merely necessary to refer back to the very last Brevet. True it is, there were a great number of distinguished and meritorious individuals whose names were included—but this, nevertheless, weakens not the argument; if there were many deserving thus benefited, there still remained many more who by the existing Regulations were excluded. In the Brevet promulgated on the 10th January last, there appeared the names of *four hundred and sixty-six* officers (Regimental and Field) of her Majesty's Land Forces, inclusive of Marines, who thereby obtained a step of rank. This number, at first sight, must appear to the civilian, or mere casual observer, a stretch of liberality towards the Standing Army bordering on extravagance—in fact, an act of supererogation; but a closer examination into the circumstances of the case will convince them of their mistake, and enable them to ascertain that not *half* the number just noticed—namely, 466—are selected from the ranks of the Standing Army; and this he finds out simply by a reference to the Brevet Gazette of 10th January, and from it to the enormous Half-Pay List—a List but little reduced after a peace of *twenty-two* years, and why it is not could as simply be told—but which at present is foreign to the object in view. It is from this List, and *not* from the Standing Army, he will then perceive that the greater number is taken—namely, *two hundred and fifty-four*.

The greater part of those thus promoted no doubt merited, from their former eminent services and sufferings from wounds, the boon conferred; yet it must be *more* than *questionable* that *all* Field-Officers on the half-pay, *without any reference whatever to former services*, should claim by seniority Brevet rank as a *matter of right*. A *prima facie* view of the thing must convince all but those personally interested of the incongruity of such a system—a system calculated to reward the drones at the expense of the working hive. Hence the number of useless Generals we now have borne upon the Half-Pay, and the still greater number we shall have in prospect if Brevet promotion is given *indiscriminately* to all Field-Officers, and that merely because, through *money* or some other *fortuitous circumstance*, they happen to have attained this enviable rank.

Thus, then, the number which at first sight appears great as obtaining a step of rank from the effective force of the British Army is reduced to less than one-half a superficial observer on military matters would conclude it to be; and, peering a *leetle* closer—*à la* Joseph Hume—into the matter, it will come out that the proportion, or rather, correctly speaking, the disproportion, which has been doled out to the fagging part of the Army—that part told off for the toils and drudgeries of the colonies, and the endurance of all climates under the sun—I mean the main stay and prop of the country, the Cavalry and Infantry of the Line—is a mere bagatelle—a drop in the ocean. The number of battalions and regiments of the above force is *one hundred and thirty-one*—the number of officers promoted by Brevet on the 10th January, 1837, from this force, *ninety-*

four. On the other hand, we have *ten* battalions and regiments of Household Cavalry and Infantry, and *ten* battalions of Artillery, including Sappers: from this branch of twenty battalions, *one hundred and eighteen* officers obtained a step of rank in the same Gazette; thus showing the advantages gained by the latter in the proportion of nearly *seven* to *one*. Those are fearful "odds."

But to bring the matter, as it were, within the compass of a "bird's-eye" view, let us see by the following Table the comparative benefit derived by each branch of the Service from the system thus shown to be so partial and unjust in its operation.

TABLE of PROMOTIONS by BREVET, 10th January, 1837.

Officers under the rank of Generals promoted by Brevet on 10th January, 1837.	Cols.	Lieut.-Cols.	Majors.	Capts.	TOTAL.
From the Half-Pay List	32	128	99	3	254
From Household Troops, 10 Regts. . .	7	8	..	4	19
Artillery and Engineers, 10 do. . . .	25	5	9	60	99
Cavalry and Infantry of the Line, 131 do. .	3	16	8	67	94
Total Promoted by Brevet	67	157	116	134	466

TABLE of REGIMENTAL PROMOTION consequent on BREVET, 10th January, 1837.

Number of Regimental Officers on Full-Pay of British Army.		Regimental Officers Promoted without Purchase.					
		Lieut.-Cols.	Majors.	Capts.	Lieuts.	Second-Lieuts. & Ens.	TOTAL.
Household Cavalry and Infantry	292	..	6	4	3	..	13
Artillery and Engineers .	655	26	..	26	28	27	107
Cavalry and Infantry of the Line	4367	..	3	3	3	3	12
Total on Full-Pay . .	5314	26	9	33	34	30	132

Here, then, in the last Table, we have exhibited the promotion without purchase in each branch of the Service—namely, from the Household Troops, whose aggregate numbers are 292, there appears 13 individuals obtaining promotion without purchase: the promotions from 655 officers of the Ordnance are 107; while from the 4367 officers of the Line the astounding and almost incredible number of 12 have to thank their lucky stars on this auspicious occasion.

From the data thus given from authority beyond doubt, "The Royal Gazette," the natural inference drawn by those who do not enter into or scrutinize matters foreign to their own profession and pursuits—I say the inference would be, that the mere nominal share of promotion thus given to the main force of the Army must be ascribed to the equally limited claims amongst this numerous body of officers; and that, on the other hand, the Guards and Ordnance are indebted alone for their large share to their equally large claims. But how do the facts stand? In the Guards, all conversant with their exclusive and invidious privileges are fully aware of the *double strides* they are permitted to take in their rapid course up the promotion ladder, seldom failing in arriving at the top—

That some change must take place after a peace (perhaps unprecedented) of twenty-three years, in a revision of the old Regulations affecting retiring pay and pensions, can hardly be questioned. That the *remnant* still serving—from the heat of the glorious Peninsular War, down to *this day*—are a class of men *now* entitled to some consideration, in the evening of their lives, from a generous, liberal, and wealthy nation, can never be doubted by any reflecting mind. The British nation was never appealed to for justice in vain; let but the appeal be made in a spirit of sincerity and truth, and we have nothing to fear.

Trusting these sentiments will be responded to, and find an echo in every honest breast, and by all classes, who can enter into the feeling of—"Do as you would be done by," I am, with a sense of your able advocacy in the cause of the Army at large,

Your very obliged servant,
AN OLD "LINE'S MAN."

Junior United Service Club, London, Nov. 7, 1837.

Undue prolongation of Leave from Foreign Stations.

MR. EDITOR,—As you have made such great exertions to rectify the system of appointing corps to foreign stations, and other matters looking like *partiality* in the service, I beg to call your attention to a point which causes much dissatisfaction among the officers of regiments abroad, and presses with great injustice on a number of them,—I allude to the *undue length of leave of absence* granted to *some* officers, whose regiments are abroad, by the authorities at home.

In most colonies, I believe, it is usual to allow one-third of the officers to be absent on leave, and, where a twelvemonth's leave is granted, this very liberal and reasonable system permits, generally speaking, each officer to enjoy *one year's* leave of absence out of every *three years*. Accidental causes (such as sick leave, deaths, and promotions) will of course prevent this system from working very exactly, but still, as *every one* is liable to these accidents, they can cause no dissatisfaction; and every officer is able to guess, with some degree of probability, at the time in which he may hope to revisit his native country. In the tropical climates, which do such damage to the constitutions of Europeans, common sense and humanity would require that this system should be rigidly adhered to, but, unhappily for many officers, *such is by no means the case;* and some are allowed, after enjoying the regular period of leave of absence from the service companies, to remain at home in idleness for *double that period*, while their brother officers abroad are doing the duty of these *favoured ones* at the risk of their health, and possibly with great injury to their own private affairs.

It is allowed to be but fair in the military service that each individual should undergo equal danger with his comrades, and perform an equal share of duty; and the man who would endeavour in active service to avoid his just share of either would meet with contempt and punishment. The deadly climate of some tropical stations is frequently almost as destructive to the troops as the dangers (deemed more honourable) of active service. Why, then, should any officer be permitted to save himself from the former, at the expense of the health and convenience of his brother officers, and, after having renovated his own health by the enjoyment of a reasonable share of leave of absence, be allowed *unnecessarily* to breathe that wholesome [illegible] native air, for want of which his comrades abroad ar[illegible]ted on a bed of sickness, the sad effects of which may [illegible] many years of broken health, if not ending in imm[illegible]

I w[illegible] sanction this unequal distribuiti[illegible] climates to the following

question:—Supposing that an officer, prevented from returning home, in consequence of *an undue extension* of the leave of absence of another officer by the authorities at home, should be carried off by *yellow fever, or any disease produced by too long a residence in a tropical climate*, at whose door will his death lie?

It seems to me that the above question places the matter in the strongest of the many possible lights under which its injustice may be represented. Hoping that it may arrest the attention of some person capable of applying a remedy,

I remain, Sir, your very obedient servant,

N.

Maps and Plans by the Useful Knowledge Society.

Mr. Editor,—As the publication of a series of Maps and Plans by the Society for the Promotion of Useful Knowledge has undoubtedly come within your observation, I take the opportunity of expressing, through your widely-disseminated Journal, the disappointment many of the subscribers have met with in the delay that has attended their issue. The maps, of course, are the most essential, but in lieu of them the two last publications have been plans of towns, which are of very secondary consideration.

W.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, 21st November, 1837.

Mr. Editor,—There has been a little more bustle at this port this month than the last. Sundry arrivals and departures of her Majesty's ships, and the conflagration of an outward-bound West Indiaman. First. The Blonde, 46, with the broad pendant of Commodore Francis Mason, C.B., arrived on the 28th October from South America, having been relieved in the charge round Cape Horn by Commodore T. B. Sullivan, C.B., in the Stag. The Blonde had a long and tedious passage to England. She had a freight of 1,500,000 dollars on merchants' account, which was forwarded to London with great expedition, and as usual deposited in the Bank of England, and on Wednesday last the ship was paid off. Some of the South American squadron, *i. e.*, the portion round Cape Horn, were employed as follows: the Stag had gone to Accra, Islay, and Callao; the Imogene about to proceed to the Marquesas, Sandwich, and Society Islands; Rover to Callao; Actæon was to remain at Valparaiso for the protection of the British interests; Cleopatra was to have sailed on the 1st October from Valparaiso to Callao, Guayaquil, Central America, and Mexico; Harrier was expected at Valparaiso from the intermedios, viz., Islay, Accra, and Cobija; the Basilisk was at Valparaiso. On this side of Cape Horn, as it is termed, the Dublin, with the flag of Rear-Admiral Sir G. E. Hamond, was at Rio Janeiro, and the rest of the squadron cruising.

The next ship which arrived was the Belvidera, 42, Captain Strong. She also had a long and boisterous passage from the West Indies, but was not so fortunate as to obtain anything like the quantity of freight which the Blonde had, having little more than 40,000 dollars and between forty and fifty bags of cochineal. She arrived on the 2nd instant at St. Helen's, and for upwards of thirty-six hours was detained at that anchorage by a heavy gale of wind. Some of the West India squadron were disposed as follows: Wanderer on her passage from the Havanah to Quebec with a large quantity of dollars, about 75,000, for the use of Government; Seringapatam, 46, having escorted the Romney slave depôt to the Havanah,

and moored her there in safety, had gone to Barbadoes; Rainbow to Newfoundland, but being under orders for England may be hourly looked for; Madagascar, at Havanah. Commodore Sir J. Peyton, in that ship, had been down to Vera Cruz to collect money for the banking-houses at Jamaica: on her return, with 1,000,000 dollars on board, she grounded on the Campeachy bank, about thirty miles west of Point Pedros, and remained in a perilous situation for about thirty-six hours, and before she could be floated off was compelled to start the greater part of her water, cut away both bower anchors, throw overboard nine or ten guns and a considerable quantity of shot, and then return to Havanah to refit. She is now supposed to be at Jamaica. The Comus was employed in the suppression of the slave-trade. She had captured one vessel in the act of landing her cargo on the Island of Cuba, and found eighty-six slaves remaining on board; the vessel and cargo were put in charge of Mr. Freeling, mate, and a crew, and landed at Nassau, it being found impracticable to proceed any further with them in consequence of the leaky state of the vessel. The Commander-in-Chief, Vice-Admiral Sir C. Paget, in the Cornwallis, was at Bermuda. The Belvidera having undergone the customary muster and inspection by the Admiral of the port, was ordered into harbour, and she was paid off on Friday last.

The Rose, 18, in charge of the First Lieutenant, Gower Lowe, Commander Barrow being left at sick quarters at the Cape of Good Hope, arrived from the East Indies on the 12th instant, and on the following day went to Sheerness to be paid off. The Commander-in-Chief of the East India squadron, the Hon. Sir T. B. Capel, had gone from Trincomalee in the Winchester to Bombay, to await the arrival of his successor: the rest of the squadron were cruizing. The Rose called at the Cape of Good Hope and St. Helena on her passage home; she left the Cape on the 11th September. Rear-Admiral Sir P. Campbell was there in the Thalia, expecting to be relieved daily in the command of the Cape and African squadron, but he will be greatly disappointed in a speedy relief, as the Melville is not nearly ready to quit Portsmouth. At St. Helena, which island the Rose quitted on the 26th September, she left the Columbine, that sloop having been sent thither for change of climate, &c., for her crew; she, as well as all the vessels employed at Sierra Leone, the Bight of Benin, &c., had been dreadfully sick, and lost a considerable number of officers and men, and the Admiral was doing all in his power, by moving them to the different healthy parts of his command, to re-establish the healths of their respective crews. From the latest accounts the fever had considerably abated.

The Partridge and Pantaloon brigs, tenders to the Royal George yacht, have also returned from foreign service. The former has been employed recently on the coast of Senegal, the latter on the north coast of Spain. The yacht to which they are attached has been in commission upwards of three years, and it is customary, at the expiration of that period, to pay off the crew and re-enter them. There are, however, reports that this yacht is to be laid up, and only the tenders continued for service, and that another yacht for her Majesty, with a captain of her own selecting, will shortly be brought forward.

The conflagration, which I mentioned at the outset, was the burning of a very fine ship called the Colonist, of about 450 tons admeasurement, but upwards of 600 tons burthen, bound to Barbadoes, with a general cargo adapted for the West Indies, and having several passengers on board, the whole of whom lost every particle of their effects. The ship came to the Motherbank on the 27th October, and the wind being foul she could not get down Channel, but anchored until the weather moderated. Very early on the following morning smoke, and immediately after fire, was discovered, and the latter came on so rapidly that the passengers and crew were

compelled to quit the ship with the utmost speed, and with only such clothing as they could hastily collect. A variety of causes have been mentioned as to the origin of the fire, but not one satisfactory, consequently it is needless repeating any. The whole of the 28th October the ship was allowed to burn at the Motherbank without any steps being taken to put out the fire, to scuttle her, or prevent her drifting up to Spithead among the Queen's shipping, the wind blowing fair for such a contingency all the day; and it was not until the Saturday that some wreckers contrived to get her free from her anchors, and beach her on Haslar. All that day it rained and blew exceedingly hard. The rain, and a small hand-engine adapted for a garden (being borrowed from the Dockyard), at length got the flames under, and parties commenced removing the cargo, but in such a state from fire and water, that the agents for Lloyd's most promptly had her advertised for sale, and within seven days of the accident the remains of the Colonist, and all that appertained to her, were disposed of. Whether it was the novelty of the event, or parties imagined that some valuables might be discovered under a tier of bricks remaining on board, the sale was most numerously attended, and every article realized a very high price. The hull alone was purchased by some of the craft for upwards of 500*l.*, and has been moved to a private building-slip on the Gosport side of the water to be broken up; and, greatly to the chagrin of many who fancied that sum exorbitant and let the hull slip through their fingers, there is every prospect of the speculators realizing a good profit on their venture, as nearly 30,000 fire bricks, some tons of copper bolts and sheathing, chain cables, iron knees, lead, and numerous other convertible articles, are to be sold by public auction on Thursday next. So much for this ship fire. The last which took place in this neighbourhood was the Diamond frigate, and she was burnt to the water's edge, off the north corner of the Dockyard, about twelve years ago.

The allusion to the building-slip at Gosport enables me to say a few words on the necessity and advantage of one at Portsmouth. If a merchant-ship of large tonnage or draft of water should experience damage from collision, grounding, &c. &c., on her passage down Channel, after leaving the river, she has no deep-water port for shelter, except Portsmouth, and yet there is not a private dry or wet dock in Portsmouth to render the necessary facility of repair or inspection; for instance, the St. James, outward-bound American packet, the other day had quitted Spithead about forty-eight hours, when in thick stormy weather she had the ill luck to run on board of a brig off Portland; her bowsprit and fore-mast were so seriously injured, the former being entirely carried away, that she was compelled to bear up for this place, and all her injuries were set to rights; but she was moored alongside the Dockyard sheer-hulk for the purpose, and if it had been requisite for her keel to be looked at she must have gone into a Government dock. Through the activity of the American agents the mast and bowsprit were got in the town, but put in with the aid of the sheers. These drawbacks seriously affect the trade of the town: to obviate which as much as possible for the future, some persons interested in the prosperity of the place, and to benefit their own pockets, have determined to subscribe and apply to Parliament this Session for an Act to enable them to construct wet and dry docks, building and repair slips, sheers, &c., in a spot in the heart of the garrison, called the Camber, well sheltered from storm, and in which the tide now flows very high, and can be made to increase by widening the channel and clearing away the mud and the accumulated soil of many years. These docks, &c., when completed, and which no doubt will be done, as the public authorities do not start any objection thereto, but on the contrary offer every assistance and facility, will be a great accommodation, and it is therefore to be hoped will be successful.

There is another plan in agitation, to which a number of non-residents contribute, viz., to build docks on a very large scale near Langston Harbour, to the eastward of Southsea Castle, cutting a canal thereto through Southsea beach! This scheme, which appears hardly feasible, is patronized by some London merchants, and, if completed, will be on a grand scale, it being contemplated by the projectors that the docks will increase the number of subscribers to the rail-road, also in contemplation. The best place for docks on a large scale is the village of Porchester, at the head of one part of the harbour. The tide flows up in great force, and that channel can be deepened (in fact some frigates in ordinary are moored in it) and widened at small comparative expense, and powerful tug steam-vessels employed to tow ships to and from Spithead. In addition to these two dock speculations, a party have revived the old story of a floating bridge across the harbour, to communicate, as they say, more freely with Gosport, and so shorten the distance to Southampton, the bridge to be similar to the one between that town and Itchin; but a floating bridge across such an harbour as Portsmouth, we think, will never be permitted by Government, as it must seriously obstruct the navigation, and occasion accidents to boats, sailing vessels, &c.

The Donegal and Edinburgh, ships of the line, have been despatched to Lisbon; the first with the flag of Rear-Admiral Sir J. A. Ommanney, appointed to relieve Vice-Admiral Sir W. H. Gage in that command; the latter to take the place of the Minden, she having gone up the Mediterranean. The Hyacinth, 18, after a very long detention, is still at Spithead.

Two flag-officers' ships are still fitting in the harbour, viz., President and Melville. Rear-Admiral Ross hoisted his flag in the President about three weeks ago, and possibly about four or five weeks hence the ship will sail for her destination. The Admiralty, in the plenitude of their wisdom, have deprived the Rear-Admiral of the Brazilian part of the South American command, and the gallant Admiral will henceforward be stationed in the Pacific; thus taking away a lucrative part of the appointment. Whether Rio Janeiro is to be added to the Cape of Good Hope and Coast of Africa command, or Commodore Sullivan is to be moved thither and have a separate control, is not yet decided, but doubtless will be before Rear-Admiral the Hon. Geo. Elliot puts to sea in the Melville. He will not move much before Christmas, although it is reported he is to be at Portsmouth next week.

The following vessels are also fitting in the port: Tyne, 28; Wasp, 18; Thunder, surveying vessel; and Electra, a new 18, only commissioned last week.

There is still a great difficulty in obtaining seamen for the Queen's ships, and generally the first and hardest part of the work is performed by a few petty-officers, the detachment of Marines, and some boys. The President and Melville are at this time each upwards of fifty seamen short of complement, and such a deficiency is most seriously felt in vessels of their classes.

Some vessels are to be brought forward for commission so soon as the necessary repairs and fittings are performed by the Dockyard artificers. Herald, formerly the diplomatic yacht, but found much too expensive to be kept up; and the Brisk and Nautilus, brigs, commands for Lieutenants, and for service on the Coast of Africa.

The old Prince, whose fate you published last month, was broken up within the stipulated time, *i. e.*, twenty-four working days, and a smart job the people had of it.

The following Mates and Midshipmen passed for Lieutenants at the Naval College this month:—Messrs. W. L. Lambert, C. A. D. Pasco, W. H. Mowbray, E. Fitzgerald, G. K. E. Wright, W. C. Chamberlain, J. J. Dornford, F. W. Warren.

Several candidates for the situation of Naval-Instructor, or schoolmaster, have also been examined; but three or four have been pluck'd. So much for ships and naval matters.

The military movements have been rather more various than customary. The Jupiter, troop ship, having, through the active exertions of Mr. Easto, the master, been fitted with great expedition, has gone from hence to Cork, with detachments of the 47th and 59th Regiments. She is there to embark the 77th Regiment, and part of the 47th and 92nd, and convey them to Malta. The Jupiter will then take on board the 70th Regiment, for a passage to Trinidad; and having landed them at that island, take from some other the 65th for service in Canada.

The Messenger, steamer, has been again this month most usefully employed; first she went to Waterford and brought the depôt of the 84th Regiment, now in Haslar Barracks, vacated for them by the depôt of the 5th Fusiliers, which have been moved into the garrison; and she has since gone to Guernsey for the depôt of the 70th Regiment, who are ordered out to Trinidad, in the William Miles, freight ship, together with a detachment of the 89th, at present in Forton Barracks. The troops in Portsmouth now consist of the second battalion of the Rifle Brigade, and the depôts of the 5th, 24th—they furnish the outpost detachment at Tipnor and Hilsea—47th and 90th Regiments. At Gosport the depôts of the 84th and 89th are carrying on the duty.

The Columbia, steamer, having embarked at Woolwich Second-Captain Weller, and a party of Royal Artillery, for service on the north coast of Spain, put in here last week, and Lieut.-Colonel Parke, C.B., of the Royal Marine Artillery, appointed to relieve Lieut.-Colonel Owen in the command of the battalion, and Lieutenant Luther and a party of Marines to fill up some vacancies in the squadron, being added as passengers. The Columbia put to sea on Friday, and is to return with Lieut.-Colonel Owen, that he may assume the duty of Adjutant-General of the Marine Corps. It is considered strange that no other field-officer should have been selected, as Lieut.-Colonel Parke has but recently returned from foreign service.

P.

P.S.—The Rob Roy, revenue cutter, lashed alongside the Success, hulk, off the Common Hard, was discovered to be on fire on Saturday evening last between six and seven o'clock; but from the prompt assistance afforded by the boats of the Britannia, President, Melville, &c., under the direction of Lieut. Worsford of the flag-ship, the cutter was cut adrift from the hulk, the deck scuttled, and the fire extinguished without any material damage. It is understood a boy had been ordered to light a fire in the Commander's cabin, and during his absence some ornamental woodwork round the stove caught fire and communicated with the beams of the deck. The crews of the Rob Roy and Adelaide endeavoured to extinguish the flames, but they gained so much ascendancy that other aid was requisite, and by the speedy arrival of the boats of the fleet, as before mentioned, the fire was soon put out.

The Rob Roy has been a considerable time in the harbour under refit, and it now comes out that, instead of having her repairs made good, and stores completed by the Dockyard, as all Government craft ought to be, she and other vessels in the Revenue Service are furnished by contract, and the most trifling demands are forwarded for approbation to the Comptroller-General in London, and then handed to the contractor for issue; causing very great delay, and a most slovenly method of doing business, to say the least of it, and which must very speedily be altered.

Plymouth, Nov. 20, 1837.

Mr. Editor,—I resume my pen to acquaint you with the naval occurrences of this port during the past month.

On the 24th ult. the Partridge, 10, Lieut.-Commandant Bisson, arrived in the Sound with dispatches from the Coast of Africa: she remained there until the 3rd of this month, when she sailed with supernumeraries for Portsmouth, in the expectation of being immediately paid off; but it appears that she is being refitted at that port.

The Donegal, 78, Captain Drake, was paid wages in advance on the 24th ult., and sailed the next day for Portsmouth, to receive the flag of Rear-Admiral Sir John Ommanney, appointed to the command in the Tagus. She is to relieve the Hastings, 74, ordered home to be paid off, her period of service having expired. The Donegal remained at Spithead until the 9th of this month, when she sailed for Lisbon; but in consequence of westerly winds, and hazy weather, she bore up for this port, and anchored in the Sound on the 13th inst. She remained here two days and then proceeded to her destination.

The Favourite, 18, Commander W. Croker, being complete for sea service, went out of Hamoaze into the Sound on the 26th ult.; was paid wages in advance on the 2nd of this month, and sailed on the 7th for the East Indies. The Diligence, Navy transport, arrived on the 26th ult. with stores for the Dockyard, from Milford. The Hamadryad, 46, was turned out of dock on the same day: while in dock she underwent a survey, but her defects will stand over until a future opportunity, when a dock may be spared for taking them in hand. The Leda, 46, was taken into dock to have her copper inspected.

The Terror, bomb, Captain Back, in company with the Columbia, steamer, arrived in the Sound on the morning of the 27th ult., and shortly afterwards came into Hamoaze, where she soon began dismantling, it having been ordered that she should be paid off here; but as that order was countermanded, she sailed on the following day for Chatham, where she was originally fitted out under the superintendence of Mr. Rice (one of the foremen of the yard), who has recently been employed to put her into sea-worthy condition at Lough Swilly.

The Spitfire, steamer, Lieut.-Com. A. Kennedy, took a party of Marines on board on the 29th ult., for Spain; she made two attempts to proceed to sea, but was compelled to put back into Cowsand Bay on both occasions, on account of bad weather. She sailed finally on the 4th of this month, and by the accounts which have been brought home, we learn that she landed the detachment sent out by her at San Sebastian, and then proceeded to Malta. The Forester, brigantine, 3, Lieut.-Com. Rosenburg, went out of harbour into the Sound on the 31st, and sailed on the 11th for the coast of Africa.

The Lily, brig, 16, is ordered to be brought forward for commissioning; she is now alongside the jetty, and the Dockyard people are hastening her completion, which will be at the latter end of this month or the beginning of the next. She has been fitted with two patent pumps, upon a principle which is said to answer very well in practice, as far as trials have as yet been made of it. The principle may be thus explained:—Instead of working the pump-box in a cylinder, in the usual way, whereby much friction is caused, it is attached to the small end of a conical bag of leather, the large end (or base) of which is confined within the pump-chamber by a metal rim. The flexibility of the leather, which is prepared in a peculiar way, allows the pump-box to ascend and descend with extreme facility; the reciprocating motion performing the operation of raising the water with considerable diminution of friction, and with much less labour than the working of the common hand-pump. Several of her Majesty's ships have already been fitted with these patent pumps, and others are ordered to have them; and I have been given to understand that every official report respecting them justifies the expectation that they will come into general use.

While speaking of improvements in nautical mechanics, it will not be

out of place to mention, that I have had the pleasure of inspecting a plan proposed by the Master-Attendant of this Dockyard (Mr. Lumsdale) for fitting iron-bound blocks, the object of which is to be enabled to remove the binding with perfect ease in the event of the shell of the block being broken; or to apply a new block to an old binding, without the help of a forge: these are certainly great *desiderata*. The manner in which they are accomplished is, by making the iron-binding in two parts, each part embracing rather more than a half of the block from either end, the parts over-lapping each other at the point where the pin is situated. The pin passes through both portions of the binding, and is fastened by a forelock. By knocking out the forelock, the pin may easily be removed; the two portions of the binding may then be disengaged, and the broken shell liberated; or, by introducing a new block, the whole may readily be combined and fastened in a very perfect manner.

The Medway, 74, has been taken alongside the sheer-hulk to have her lower masts taken out and sent ashore. The Bellona, 74, has also been alongside the sheer-hulk for the same purpose. It has latterly become the practice to send all ships' lower masts on shore, it being considered that they are better preserved under a housing, in a horizontal position, than by being allowed to remain in place in an upright posture, exposed to the weather.

The Cameleon, 10, Lieut.-Com. J. Bradley, arrived from Falmouth on the 2nd inst., having landed a freight of 25,000*l.* from Lisbon, obtained there from the wreck of the brig Jane, of London. She came into harbour on the 6th to have her fore-mast shifted, and to make good defects, which having been attended to, she went out of harbour again on the 10th, and returned to Lisbon on the 11th.

A wreck, attended with very melancholy circumstances, took place at the western end of the Breakwater on the night of the 1st inst., between eleven and twelve o'clock. The vessel was the schooner, Albion, of London, Captain Hoppin, from Portugal to Newcastle, laden with cork. During the whole of her voyage the weather has been very boisterous; and on the night before the wreck they were obliged to lie-to—a sea at that time carrying away the bulwarks. The Captain, being well acquainted with the port of Plymouth, resolved to run in, but unfortunately he was unable to clear the Breakwater, owing to the violence of the weather and the lightness of his cargo. The vessel having once grounded, turned over, and it is supposed that this caused ignited coals to be thrown out of the grate into the cabin. The Captain's wife and a boy, about one year and a half old, were in the cabin; the woman and child both succeeded in getting upon deck, but a sea broke upon the vessel and both of them were washed overboard. The vessel was entirely consumed, but the crew were saved.

The Rolla, 10, Lieut.-Com. F. H. Glasse, arrived in the Sound on the 3rd instant, from the Cape of Good Hope: she came into harbour on the 7th, and was paid off into ordinary on the 18th instant. The Messenger, steamer, Mr. J. King, Master, arrived from Portsmouth on the 4th, and sailed again the same day on her return to that port. The Lightning, steamer, also arrived on the 4th, and went to sea on the following day. The Crocodile, 28, Captain J. Polkinghame, went down into the Sound on the 6th, and remained there until the 11th, and then sailed for Bermuda, whence she will proceed to the West Indies. The Edinburgh, 74, Captain W. W. Henderson, arrived on the 7th from Portsmouth; she took stores on board for the squadron in the Tagus, and sailed on the 11th instant, with the intention of first going to Cork to complete her complement of men. The Diligence, navy transport, sailed on the 8th instant, with stores for the Dockyards at Portsmouth and Chatham. The Leda, 46, was turned out of dock on the 9th, having been newly coppered, and small defects made good; and the Andromeda, 46, was taken into the same

dock on the same day to have her copper examined. The Lily, 16, was taken on the graving slip on the morning of the 14th, and turned off again in the evening; she has since been masted, and is daily expected to be commissioned. The Pantaloon, 10, arrived on the 15th from Santander, and sailed again for Portsmouth, where she will be paid off. The Pantaloon brought intelligence that the North Star and Salamander steamers were at Passages; the weather had been very boisterous, and during a heavy gale the Salamander had parted her anchors and received great damage. The Tweed, Comus, and Savage were at San Sebastian, all well. The Racehorse, 18, was commissioned at this port on the 17th instant by Commander Craufurd. The Espoir, 10, Britomart, 10, and Lily, 16, are ready for commissioning. The Talbot, 28, and Weazle, 10, are under repair; the former alongside the jetty and the latter in the basin, to be brought forward for commissioning.

The Pyramus bark, 362 tons, Mr. Geo. Livesay, Master, having discharged her cargo of timber, has undergone a regular survey by the officers of the Dockyard, and is taken up by the Government for the conveyance of troops from this port and Cork to Barbadoes: she is to be fitted up accordingly by the Dockyard for the reception of 235 men and 12 officers.

The Columbia steamer arrived from Portsmouth on the 18th, having on board Lieut.-Colonel Parke, with a small detachment of marines, for the north coast of Spain. She completed her coals, and got under way yesterday, but put back in consequence of bad weather, and was detained until this morning. Yours, &c. D.

Milford Haven, Nov. 18, 1837.

Mr. Editor,—The late storms, which have been of the most intense description, drove many vessels in here for shelter, several with trifling damages, but none of any great magnitude. The weather having moderated, a large fleet of them left yesterday for their different destinations. The Victoria, an immense ship, said to be one of the largest ever known in the Navy, was laid down this month at Pembroke Yard by the workmen of that establishment. Although of such great dimensions, she is to carry but 110 guns. There are three or four of the same rate ordered at the different dock-yards, contrary to the report in the papers that this is the only one of her class—and among the rest the Algiers, also at Pembroke.

The following is a list of ships now building there, and ordered:—

Building—Victoria, 110; Collingwood, 80; Sybile, 36; Daphne, 18; Grecian, 16; Penguin, packet.

Ordered—Algiers, 110; Cambrian, 36; Peterel, packet; Cyclops, large class steamer—a sister-ship to the Gorgon, lately built there.

Commander Corbyn still has charge of the Arsenal, as there is no appointment yet to Captain Superintendent Cumby's vacancy. While on this subject, as a mark of respect due to his memory, you will, perhaps, find space for an extract of a speech made at the Pembrokeshire United Service Club, by James Prior, Esq., of the Royal Sovereign yacht, author of the "Life of Goldsmith," and other works. After introducing the subject of the Trafalgar action, on the anniversary, and to commemorate which the Club had assembled, the talented orator went on to say:—

"I had hopes, a few short weeks ago, that this allusion would have proceeded from other lips—that this chair would have been filled to-day by another and a better man—by one of the brethren in arms of the great commander in the battle, the immortal Nelson. But it has pleased the great Arbiter of all our destinies to decree otherwise, for he also—and I need scarcely say, I mean the late Captain Cumby—has in the mean time descended to the grave—h[illegible] v after a short residence among us—long enough, indeed [illegible] d as he deserved, but too short, much too short, [illegible] action of all who were placed

under his command. I need not remind you, Gentlemen, who have so recently witnessed the fact, of the manifestations of regret at his loss evinced by every class of persons, and from every quarter. Nor need we be surprised: brave and distinguished in his public capacity; religious, honourable, amiable, and hospitable, in the relations of private life; a good husband, a kind father, and a sincere friend, it were impossible not to lament one who possessed so many claims to esteem. Neither can you, Gentlemen, be unaffected by such an event; for as a member of this social assemblage, and delighted to attend its meetings whenever his health permitted, we have lost a cheerful and agreeable companion. The period of our intercourse was, indeed, short; yet the native benignity and integrity of his character were so apparent in all his actions that he was soon known, and to know him was to love and to respect him:

> 'None knew him, but to love him—
> None named him, but to praise.'

This is not the language of mere attachment, or indiscriminate panegyric; but the simple tribute of truth to a kind-hearted and kind-mannered man: one who deserved well of his country, and who loved that country with all that devotion of heart, and that singleness and straight-forwardness of purpose that characterize the thorough British sailor."

The respected chairman then went on to rehearse several anecdotes of the battle relating to Captain Cumby. By one of them it appears he was the first to make out the signal, No. 370, flying at the mast-head of the Mars, a connecting-ship, signifying—"The enemy's ships are coming out of port;" but as neither his commanding-officer, Captain Cooke, nor any other on board, could distinguish it sufficiently plain to repeat it to the Admiral, it was ultimately seen on board the Victory. "We thus lost," said our late lamented friend, "as much to the regret of Captain Cooke as myself, the opportunity of the Bellerophon being the first to communicate the delightful intelligence to the Admiral."

So many different plans have been proposed for preventing steam-packets running foul of each other by night, that it may be acceptable to your numerous readers to be acquainted with the mode adopted by those belonging to this port. A coloured light is exhibited on each side by means of lamps contained in a little cabin constructed for that purpose immediately a-head of the paddle-boxes. That on the starboard-side is a *bright red*, and that on the larboard *green*. At the same time there is a lantern at the fore-mast head. By these it is easy for one vessel to keep clear of another.

G.

REVIEWS AND CRITICAL NOTICES.

The Life of Wallenstein, Duke of Friedland. By Lieut.-Colonel J. Mitchell.

Colonel Mitchell states that he has undertaken this biography of one of the greatest Captains who have played a part in modern war, for the benefit of the English reader, his native biographer, Förster (who published, in 1834, a Life of Wallenstein, which Colonel Mitchell adopts as his principal authority), having addressed his work to the Germans, already familiar with the leading events of his hero's career through a variety of channels, historical and romantic. Wallenstein ("*Der Friedlander*") not only figures in Schiller's History of the Seven Years' War, but was also exhibited to his countrymen on the stage in the popular dramas of the same author. "Förster is, therefore, less the biographer of Wallenstein than a collector of documents explanatory of his history." The writer of the present Memoir tersely observes that "Wallenstein was

condemned by poetry before history had fairly tried the cause," and has applied himself to remedy the alleged injustice by collating and collecting the best information offered by accredited writers to the present time, verified and augmented by his personal researches amidst the principal scenes of Wallenstein's eventful story.

Colonel Mitchell has brought to his task powers of no ordinary stamp, and in the present instance has employed them with an effect which has conferred on his profession a production of great interest and value. His narrative is fluently and ably sustained, and his criticisms on the important military operations he describes are evidently the result of study and reflection, although his peculiar and strongly-marked opinions on some points may subject him to a charge of prejudice,—a charge which we must do Colonel Mitchell the justice to say he is ever ready to meet by argument.

The volume throughout is impressed with the characteristics of the author's vigorous style and original cast of thought which have already attracted attention to his writings in this Journal; and, with a consciousness of his power, he applies the facts gleaned in the fields of history to the opinions and theories he has so boldly broached in our pages.

The Chapter on the "Origin of the Thirty Years' War" is a masterly *précis* of the respective condition and relations of the different States of Europe at the epoch in question, and of the concurrent causes of that protracted and memorable conflict; in particular, no better summary has appeared of the sources and agents of the Reformation. The military events, and their political causes, the tactical improvements of the Royal Swede, and their influence, the ravages of armed fanaticism, and the penalties of greatness, are clearly and powerfully traced through the mazes of that devastating war—a war ennobled by the virtues and genius, and consecrated by the fate of Gustavus, stained by the sacking of Magdeburg, and dishonoured by the tragedy of Eger.

CHELSEA HOSPITAL AND ITS TRADITIONS. BY THE REV. G. R. GLEIG.

MR. GLEIG, appointed to the Chaplaincy of Chelsea Hospital by the kindness of Lord John Russell, has availed himself, as might have been anticipated from his inquiring habits and professional sympathies, of his favourable position for investigating the history and traditions of that noble institution, and acquainting himself with the characters and careers of the veterans to whose welfare, both spiritual and temporal, he so zealously contributes. Extracting from conversations with the most intelligent of the Pensioners, the principal events of their lives and services, his object has been to record these *vivâ voce* narratives as nearly as possible in the manner of the originals. In pursuance of this design, Mr. Gleig put forth, in the early part of the year, a biography entitled "The Hussar," comprising the story of Norbest Landsheit, a pensioner, and containing a spirited and interesting detail of military adventures in the last war. Landsheit was well known to ourselves as the porter of the United Service Museum, and is a very respectable non-commissioned officer.

The present volumes, though differing in plan from the foregoing, and, to a certain extent, inferior in the interest we are prone to attach to personal narratives, are valuable, as affording the best existing record of the origin, traditions, government, and establishment of the Hospital; the number and nature of its in and out-pensioners at different periods; with a faithful description of its site, revenue, structure, accommodations, and habits of its inmates. To these details evidently requiring research and care, remarks on the early hi[illegible]ent of the British army, and military incidents, or rather [illegible]wellian usurpation, by far the larger portion of the [illegible]nly in the third

and last that we find ourselves in Ranelagh, "under the shelter of their own little rustic temple," with "a group of old warriors—a dozen of noble fellows, perfect specimens of what the good old soldier ought to be."—with whom we rejoice at length to enter into familiar communion. Amongst the various topics discussed and narratives introduced, we observe a brief notice of the unfortunate expedition to Alexandria, in 1807, of which we are now giving a detailed and original account in this Journal. Amongst the most curious of the "Traditions," is the story of Catherine Welch, whose admission into Chelsea Hospital, after having served as a man in King William's wars, is thus recorded: "19th November, 1717; Stair's Dragoons: Catherine Welch, a *fatt* jolly-breast woman, received several wounds in the service, in the habit of a man;—from the 19th July, 1717."

Our readers are aware that we have endeavoured to supply a pendant to the collection of personal narratives and anecdotes of Chelsea Pensioners, by similar relations and sketches actually drawn from the wards of the sister Asylum, under the title of "Stories of Greenwich." Our object in this case is similar to that of Mr. Gleig, who, we trust, will follow up the valuable records included in his present work by further conversations with the twelve paladins of Ranelagh, before alluded to, as forming his coterie of the rustic temple. He may be sure of a favourable reception for these

"Narratives of age,
The battle's havoc and the tempest's rage."

BRITANNIA INGRATA; A TRIBUTE TO THE PENINSULAR ARMY, WITH AN INTRODUCTION AND NOTES. BY MAJOR WILLIAM MACKIE, 88th Regiment.

Britannia Ingrata? Yes—the reproach must apply as long as those who have fought her battles on the Peninsula boast no other distinction but their scars. How often and how earnestly have we dwelt upon this invidious anomaly—how obdurately and selfishly are the ears of authority closed to the appeal! And yet, comrades of the proudest battle-fields on which a patriot's blood was ever poured, this distinction we WILL HAVE, if there be gratitude in England, or justice in England's amiable Queen. If those who should advocate our rights be too cold to feel or too cautious to press them, let us even petition the fountain-head. The Sovereign and the people of England are not insensible to our sacrifices and our claims.

The purpose of the blushing candidate for the laurel, so ably proposed and seconded by our gallant friend Major Mackie is, in the first place, to pay a tribute to the exploits of the British troops on the Peninsula, and to awaken attention to the unrequited and undistinguished state of the survivors of that veteran and victorious army as compared with their more fortunate and favoured brethren of the "glorious three days" of Waterloo. A vein of spirited poetry on the "Talavera" model, by a separate hand, is the text which, in his capacity of Editor, Major Mackie, worthily restored to his old corps the "Connaught Rangers," surpassed at present by no regiment in the service for discipline and good conduct, introduces by a sensible and soldier-like preface, and illustrates by notes which no officer was more competent to supply than himself. One allusion in these notes is of deep personal interest to ourselves,—that in which Mackie adverts, with characteristic feeling and truth, to the fate and merits of a brother officer, Lieutenant Hepenstall of the 88th. Leigh Hepenstall was our intimate friend and associate,—a more gifted young man or more intrepid soldier was not in the service. A day or two before his death (at Foz d'Arouce), we were side by side in the field: Hepenstall was making good use of the rifle he constantly carried; he seemed as though engaged in a

sporting excursion. In the ardour of pursuit we separated, and met no more.

Major Mackie concludes his notes by an anecdote, which we regret not having space to quote, showing in a strong light the power of honorary distinctions on the pride and conduct of the private soldier: it is needless to add that their influence on the officer is proportionably greater. The denial to both of any symbol (save their wounds) of service in battle is unexampled and inexcusable; even the paltry pretext of expense cannot be pleaded; the parties entitled to a decoration are ready to defray its cost.

Although no novice in print,—witness our own pages,—the gallant editor of "Britannia Ingrata" is entitled to our congratulations on his *debût* as a literary "Squire of Dames;" the "ingratitude" of the lady enhances the merit of her usher.

The Naval Keepsake. By The Old Sailor.

What subject better suited for a Naval Keepsake than "The Life of Nelson?" Who more competent to compile it than the "Old Sailor?" If this be the first attempt on the part of a naval officer to put forth a professional biography of England's greatest Admiral, then is this beautiful little volume doubly recommended to the naval profession and the country. The arrangement is good, the type excellent, the matter full and illustrated by notes and plans, with a fac-simile of Nelson's writing. The book has strong claims to popularity.

Royal City Medal. By Messrs. Griffin and Hyams.

A well-executed medal, having on the obverse a striking profile of the Queen, has been struck by the above-named firm in commemoration of Her Majesty's visit to the city. This appropriate token is worthy of its subject.

NOTICES TO READERS AND CORRESPONDENTS.

A Correspondent, alluding to the Article entitled "A Voyage in a Convict Ship" inserted in our Nos. for October and November, comments on some alleged misrepresentations it contains; for instance, that the Lieutenant of the Guard was not "put in Coventry" by his two brother officers, being a most amiable and estimable man,—which we can readily believe,—and that the Doctor and Commander were not on bad terms. If our anonymous correspondent be correct, these errors must have sprung from the spirit of exaggeration which seeks to heighten the effect of incidents confined to so limited a sphere, but are not the less reprehensible. We hold our contributors responsible for the correctness of their communications.

The illegible state of many manuscripts sent to us, especially with regard to *proper names*, aggravated by the impossibility of direct reference to the writers, compels us to call the attention of our contributors to this serious inconvenience,—the unavoidable source of delay and error. The writer of the "Expedition to Alexandia" will oblige us by a little more care in this particular.

The Letters of "Vieux Moustache," "A Friend to the Wooden Walls of Old England," "A Service Company Officer," "A Friend to Equity," &c., are in type, but deferred for want of room.

EDITOR'S PORTFOLIO;

OR,

NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

The Queen was magnificently entertained by the Lord Mayor and Corporation of London at the Guildhall on the 9th of November. Next to the enthusiastic reception of Her Majesty, that of the Duke of Wellington was the most distinguished by the respect and acclamations of the people. The excellent conduct of the troops employed on this occasion elicited the thanks of the city authorities.

The new Parliament met on the 15th of November, and on the 20th was opened in state by the Queen.

We have traced with satisfaction the successful progress of the Army and Navy Club, projected and recommended in our pages. By documents before us we observe that the Committee of Management, finding that the Club already musters 600 candidates, have taken the house (late Lord Londonderry's) in St. James's Square, at present occupied by the Oxford and Cambridge Club, who vacate it in December for their new palace in Pall Mall. The Committee are also making suitable arrangements with a due regard to economy and comfort—nay, as far as we are informed, even splendour—for the opening of the Club and the fitting accommodation of its members in January. The institution (which holds out the advantage of permitting its members to invite a friend) is highly patronized, and will be a source of great convenience to a large proportion of officers, who must otherwise have waited an unconscionable time for admission into any of the older professional clubs. The number of members is limited to a thousand. We are persuaded that the members of the Committee, amongst whom we observe names of high consideration in the service, will avoid the defects and profit by the good of the examples before them.

The French troops in Africa have succeeded in their second attack on the town of Constantineh. The place was taken by storm, after a determined resistance on the part of the garrison and repeated repulses of the assailants, on the 13th of October.

The Commander of the French forces, General Damremont, a brave and zealous officer, was killed by a cannon-shot in or near the breaching battery. He was succeeded in the command by General Vallée. The Duc de Nemours, whose brigade was foremost in the assault, conducted himself with the characteristic courage of the Bourbons. The French loss is returned at about 600 killed and wounded, including some officers of distinction.

General, now Marshal, Vallée has succeeded in reconducting the main body of his corps, originally amounting to 8000 or 9000 men, to

Bona, having left what he considered a sufficient garrison in the captured town.

Don Carlos, having kept his position on the south of the Ebro for several months, during which he beat his opponents wherever he encountered them, and advanced to the very gates of Madrid, which was kept in constant alarm by the proximity of his troops, and was probably saved from capture only by the presence of Espartero with the whole of his army, has returned to the Provinces with the main body of his army, apparently for winter quarters and reorganization. Cabrera and other Carlist chiefs actively continue the warfare on the south of the Ebro.

A very interesting examination took place at Addiscombe on Thursday the 26th of October, under the direction of Major-General Sir Alexander Dickson, K.C.B. and K.C.H., the Inspector of the establishment, in the presence of a deputation of the Directors of the Honourable East India Company, composed of Major-General Sir James Law Lushington, K.C.B., the Deputy-Chairman; Colonel Patrick Vans Agnew, C.B.; and Henry St. George Tucker, Esq.

The subject of this day's examination and practice was on military bridges. Colonel Sir Ephraim Stannus, C.B., the Lieutenant-Governor, had directed a variety of interesting specimens of bridges to be prepared, and we were much gratified to see the manner in which they were constructed. After the examination of a section of Cadets in Sir Howard Douglas's Essay on Military Bridges, the whole company of Cadets were marched down to the piece of water where their practice is carried on, and a party filed over—first, a truck-bridge, the construction of which was very ingenious; a pair of spars stepped into a truck-wheeled carriage on each side of the bank were made to meet at an angle of about 150° over the middle of the stream, having cross-pieces bolted near their ends, so levelled as to butt against each other, thus forming, as it were, the keystone of an arch: these spars were covered with common chesses or flooring. This is an excellent expedient for crossing gaps and broken arches, when in possession of both sides.

Next followed the construction of a very neat and useful infantry bridge, formed simply by two light spars and a pair of small pontoons (Colonel Blanshard's pattern): this bridge, sixty feet long, was formed in a few minutes, was very firm in passing infantry, has extraordinary facility of movement, and gave very great satisfaction.

The third was a chain suspension-bridge, which had a very light and elegant appearance.

The last was a substantial barrel-bridge, over which the Cadets passed a piece of light artillery limbered up; and subsequently marched over, four deep, in close order, and in double time.

We were then gratified with a novel method of storming a field-work: a pair of the spars (carrying a flooring) in one of the truck-carriages (before alluded to) was run up to the counterscarp of the curtain of a bastioned front of a field-work, the far ends being dropped on the superior slope of the parapet; a roadway was thus formed for a storming-party to run into the work over a total width of about thirty feet of ditch, berm, &c.

Amongst the military spectators were Colonel Bonner, from the East India House; Major Matson, R.E.; Captain Burnaby, R.A., from Woolwich, &c.

The usual half-year' 'nations at the Royal Military Col-
lege were held on the of November; on the last two of
which days addition the proceedings by the pre-

sence of his Royal Highness the Duke of Cambridge, who, as one of its Commissioners, honoured the Institution by presiding at the Board. The other Commissioners present—besides Major-General Sir George Scovell, the Governor, and Colonel Taylor, the Lieut.-Governor—were General Sir William H. Clinton, and Major-General Sir Alexander Dickson, Deputy Adjutant-General of the Royal Artillery. Among the distinguished spectators were Colonel Sir Dudley Hill, Colonel Steele, &c.; together with Captain Mackenzie, Royal Engineers, Captain Henderson, Rifle Brigade, and other officers.

On the 6th and 7th of November the usual classes of Gentlemen Cadets were brought forward for examination, and obtained the approbation of the Illustrious President and the Members of the Board. We have so frequently described the nature of these examinations and the subjects of the College course of education, that we shall not here enter into a repetition of details; but we are bound to notice one new feature in the exhibition of mathematical acquirements on this occasion. Two of the Gentlemen Cadets—Dudley C. Hill and Andrew Green—who had previously completed the ordinary course of geometry, mensuration, plane and spherical trigonometry, and conic sections, &c., contained in Dalby's work, now underwent a searching examination in an admirable course of analysis, which had been specially composed for their use by Professor Scott, one of the most able and zealous among the valuable body of instructors which the Institution is so fortunate as to possess. This course of analysis comprehended the application of algebra to geometry, Descartes' system of co-ordinates, the properties of lines of the second order, the principles and application of the differential calculus, various problems illustrative of *maxima* and *minima*, &c. In all these subjects, Gentlemen Cadets Hill and Green most satisfactorily proved the soundness of their instruction; and we hail the spirit thus exhibited as an earnest of the desire of improvement which continues to prevail at the College, and through which we hope to see a regular series of the analytical mathematics engrafted upon the existing course of studies for the junior as well as the senior department of the Institution.

In conic sections, spherical trigonometry, and projections, &c., Gentlemen Cadets Thomas M. Steele, Thomas Garratt, William P. Purnell, and John L. Campbell, likewise passed a very creditable examination; as did Gentleman Cadet Charles F. Seymour, (who also stood at the head of the fortification class,) and eight others in mensuration, plane trigonometry, its application to heights, distances, trigonometrical surveying, &c. The total number of Gentlemen Cadets brought forward in other branches of instruction were as follow:—In fortification, thirty; in military surveying, fourteen; in the Latin, French, and German languages, twenty-six; and in general history, ancient and modern, eight.

In the surveying and fortification divisions of the course, the usual plans and reports were laid before the Commissioners, of the practical field instruction which had been carried on during the term. In the former of these branches, the exhibition most worthy of notice was a plane table survey, by Gentleman Cadet Thomas M. Steele, of Finchampstead Ridges and about twenty square miles of the adjacent country. Its beauty and softness, as a specimen of brush drawing, were much admired; and both this survey and Gentleman Cadet Steele's plans in the fortification department entile him to be distinguished as beyond comparison the best practical draftsman in the classes which appeared before the Board on the present occasion. In particular, some drawings of General Miller's howitzers and other artillery, and a splendid plan of the method of fortification proposed by Choumara, attested his proficiency in these various branches of military art. Among the many other creditable drawings in the fortification department, performed voluntarily, and in great part out of the regular hours of study, may be noticed plans of the French sieges of Ant-

werp and Badajos, by Gentlemen Cadets Plomer J. Young and Andrew Green; of the British attacks upon Fort Picurina and the Redoubt Renaud at Badajos and Ciudad Rodrigo, by Gentlemen Cadets Charles F. Seymour and Daniel M'Coy; of Bergen-op-Zoom, by Gentleman Cadet Frederick J. B. Priestley; of the French entrenched camp of Sidi Ferruch, near Algiers, by Gentleman Cadet Charles H. White; and of the systems proposed by Carnot, Chasseloup de Laubat, and Bordwine, respectively by Gentlemen Cadets James D. Beresford, Robert H. Carew, and Charles F. Seymour:—though in relation to the merits of the last proposed system, the beautiful execution of Mr. Seymour's plan might, perhaps, provoke for its motto "*materiem superabat opus.*" A plan of a sunken siege battery for four guns, by Gentleman Cadet Charles F. Fordyce, attracted much attention by the completeness of its details and the neatness of its execution; and, lastly, two plans of the lines of entrenchment in rear of the College, by Gentlemen Cadets Lempster, R. Elliot, and Salwey Browne, shewed the additions made to them during the term, and the proposed design for completing that extensive range of works. During the present autumn, nearly the whole front had been covered with a chain of abattis and trous de loup, executed by the detachment of Royal Sappers and Miners for purposes of instruction: while the classes of Gentlemen Cadets, by their own manual labour, had made adequate progress in the continuation of the entrenchment itself. They had also put together, with their own hands, an infantry bridge of casks over a neck of the lake, and assisted the sappers in the construction of a larger bridge on trestles, 150 feet in length, &c.

At the close of the second day's examination, the following Gentlemen Cadets were recommended to the General Commanding-in-Chief, in the order of their merit, as given below, to receive Ensigncies in the Line, without purchase, viz:—

1. Dudley C. Hill; 2. Charles F. Seymour; 3. Andrew Green; 4. Thomas M. Steele; 5. Thomas E. Knox; 6. Charles F. Fordyce; 7. Frederick J. B. Priestley; 8. James D. Beresford; 9. Thomas Garratt; 10. Frederick B. Hulton; 11. William P. Purnell; 12. John L. Campbell; 13. Alexander Gordon; 14. Louis H. Hamilton; 15. William J. Verner; 16. John T. Still; 17. John R. Jackson; 18. Plomer J. Young; 19. Daniel M'Coy.

The first five of the number, having each passed one examination or more beyond the required course for commissions, were farther presented with the usual certificates of approbation; and to Gentleman Cadet Dudley C. Hill it was announced in particular, by the Governor, that, "observing him to have passed all the steps in the College course of studies,—ten in number,—and also to have acquitted himself very creditably on the present occasion, in an analytical course of mathematics beyond the limits prescribed for students at the junior department, the Board had directed that their sense of his superior merits should be recorded on his certificate by a special addition to the usual form." Gentleman Cadet Hill, and the remaining four Gentlemen Cadets, had then the high honour of receiving their certificates from the hands of His Royal Highness the Duke of Cambridge.

The examination of the officers of the senior department commenced before His Royal Highness and the Board of Commissioners at an early hour on the morning of the 8th of November. Before the *vivâ voce* examination His Royal Highness inspected the surveys which had been executed by the officers in the senior department during the present term. These were united in one great plan, comprehending a portion, about twelve miles in length, of the Roman road between Marlborough and Bath, and forming a continuation of the line from Staines to the first-named town. This plan, together with those which represented the ground before surveyed, in addition to the usual series of examples performed by the officers, relating to military topography and fortification, formed altogether an assemblage of drawings highly creditable to the

ability and zeal of their instructor, and to the industry and talent of the students. Indeed the survey performed by Captains Clarke, 2nd Dragoons; and Harvey, 14th Light Dragoons; and Lieutenant Cooper, Royal Regiment, even surpasses in beauty of execution, and perfect good keeping, any former specimen of the art which we have seen at the Institution; and an additional survey, connected with the same main-line, which had been voluntarily executed by Lieutenants Symonds, 74th Regiment, and Ready, 71st Regiment, and handsomely presented to the Institution by those officers, is also deserving of special commendation.

The surveys first mentioned are bounded on the south by the Vale of Pewsey, through which runs the Kennet and Avon Canal; and, consequently, they include the chain of heights formed by Hewish Hill, Tan Hill, and Morgan's Hill, which are crowned by the remains of Belgic intrenchments: the best portions of the Wansdyke form a nearly continuous line across the northern slopes of those heights; and the Roman encampment on Oldbury Hill, near the ancient road, commands the country in the directions of Bath and Warminster.

The portion of ground which had been formerly surveyed by Lieut. Symonds, 74th Regiment, having terminated at West Kennet, Captain Clarke, 2nd Dragoons, commenced his operations at that place, extending them westward to Beckhampton, and southward to the ground between Shepherd's-shore and Milk Hill, on the western boundary of the survey formerly executed by Lieutenant Ready, 71st Regiment. This portion was continued by Lieutenant Cooper, Royal Regiment, as far as Calne, on the northern boundary; and it included, towards the south, the semi-circular hill called Roundaway Down, which has acquired celebrity by being the place of an engagement between the Royal and Parliamentary forces during the civil wars, and which terminates the chalk features of the country on that side. Lastly, Captain Harvey, 14th Light Dragoons, extended the survey as far westward as the road leading from Chippenham to Devizes, through a tract which is particularly interesting, as it is traversed by the conjoined lines of the Roman road and the Wansdyke; and contains, near Wan's House, about seventeen miles from Bath, the site of the Roman station *Verlucio*. Here some Roman coins were found by Captain Harvey, and presented to the College library; and the same officer also submitted for the inspection of the Board a copy of a coloured tesselated pavement of very elegant design, discovered at the village of Box.

The details of the preparatory examinations undergone by the officers were laid before the Board, together with the returns made by the Professors who had been appointed to report on the result. These details consisted of the several series of answers given in writing to questions which had been proposed concerning the subjects contained in the general synopsis of pure mathematics, in the courses of mechanics, hydrostatics, and physical astronomy; and to an additional series of questions formed from subjects in Poisson's "Traité de Mécanique." Answers were also given in writing to the lists of printed questions relating to the several branches of fortification, the attack and defence of places, &c.

In the *vivâ voce* examination, the Students who had completed the period of their residence at the Institution, now exhibited, extemporaneously, the solutions of propositions in mixed mathematics, relating, chiefly, to the equilibrium of vaults, the resistances of fluids against bodies moving in them, and to the processes of practical astronomy. A like examination on the principles of fortification followed; and at its conclusion, the Governor expressed the satisfaction of his Royal Highness and the Board with the manner in which the Students had acquitted themselves.

To Captain Clarke, 2nd Dragoons, and to Lieutenant Symonds, 74th Regiment (son of the Surveyor of the Navy), were presented certificates of the first class; and to the latter officer it was signified by the Governor,

professional inquiries. We cannot, therefore, but feel sincerely interested, as I am sure we all do, in the permanent prosperity of the United Service Museum. But, Gentlemen, I need scarcely remind you, that our interest alone will be of little avail, unless we give effect to it; we must bring it into active and useful operation ere it can be productive of any real utility to the institution to which we belong, and whose welfare we so earnestly desire to promote.

"The best mode of effecting this desirable object will be, to establish a local committee.

"Similar committees have, I find, been established, much to the advantage of the Museum, in different parts of the world, where we have naval and military stations; and I must confess that it is not altogether without feelings of self-reproach, I have learnt that the committee at Madras has (to its credit be it spoken) presented to the Museum models of all the different boats and canoes of this island, and which have been kindly received and highly prized by the Council,

"If then, gentlemen, there is one circumstance more than another which should induce us to form a Local Committee, and, when formed, should stimulate its exertions, it is the fact I have just stated,—it is the desire we must feel not to suffer ourselves to be again anticipated, in the contribution, at least, of such acceptable objects as belong to this island, and which would, more properly, be looked for as an offering at our hands rather than at those of our worthy fellow-contributors elsewhere."

Major-General Sir John Wilson then requested Captain Macready to read, for the information of the meeting, the following extract from the Fourth Annual Report of the Council:—

Extract from the Fourth Annual Report.

"In the hope of being able to establish this extremely desirable course, the Council invites communications upon all branches of knowledge connected with both military professions, especially upon naval and military tactics, the statistics, topography and hydrography of countries, particularly as relates to their attack or defence; remarks in illustration of battles, sieges, or campaigns during the late wars; the probable effect of steam power as applied to the purposes of war; and of the adoption of other modern inventions and improvements, such as the various kinds of cannon, gun-carriages, swords, percussion-locks, &c.; observations upon field reconnoitring, and the best and most portable form of instruments connected therewith; hints upon crossing rivers, and the construction of pontoons, rafts, temporary bridges, &c.

"In short, the Council desires information upon every subject which may either interest or tend to instruct officers in general, or improve the art of war; and, that the promotion of science may go hand-in-hand with the advancement of military knowledge, the Council requests observations upon ready and accurate modes of determining the position of places, upon magnetism in all its branches, meteorology, temperature of the sea at various depths, currents, tides, heights of mountains, and on the most approved routes at particular seasons of the year, or monsoon, for ships navigating between distant places, &c.

"The Council is thus particular in stating its views at this auspicious moment of the affairs of the Institution, in order that the Members may be fully apprised of the widely-extended field which it is desirous of throwing open to persons who may be disposed to contribute; and in the hope that, with the co-operation of the Sub-Committees, who, it feels assured, will cordially second its endeavours, the Museum will ultimately possess a mass of valuable materials, from which every Officer will be able to procure all the information he can possibly require."

The following Resolutions were then put *seriatim*, discussed, and severally passed:—

1. That it is highly desirable to form a Committee in Ceylon; that a Committee be, in consequence, this day formed, with a Secretary and Treasurer, and that it be called "The Ceylon Local Committee of the United Service Museum."

2. That the following gentlemen do form the Committee for the present year, namely—Major-General Sir John Wilson; Lieut.-Colonel Walker, unattached, D.A.G.; Lieut.-Colonel Fraser, unattached, D.Q.M.G.; Lieut.-Colonel Fletcher, Ceylon Rifle Regiment; Major Braybrooke, Ceylon Rifle Regiment, D.C.G.; G. S. Brook, Esq., Ordnance Storekeeper; Captain Gregory, Royal Engineers; Dr. Kennis, Staff Assistant-Surgeon; Rev. O. S. Harrison, H.M.S. Winchester.

3. That Captain Gregory do act as Secretary and Treasurer.

4. That three members of the Committee do form a quorum; and in the event of any vacancy occurring in the Committee, such vacancy to be filled up by the Committee.

5. That the Committee, collectively and individually, as well as every member of the Museum of both services, do use their best endeavours to forward the views of the institution; and as the Museum is instituted as a central repository for objects of professional art, science, and natural history, and for books and documents relating to those studies or to general information, as well as for the delivery of lectures on appropriate subjects, members, from this, will be able to judge what contributions, whether of books, maps, models, specimens, or manuscript documents, would be acceptable to the Museum.

6. That the Committee do adopt measures for receiving and taking care of all such contributions as may reach them.

7. That any member desirous of offering a contribution shall, in the first instance, address the Secretary and Treasurer, to ascertain whether, in the opinion of the Committee, the proposed donation would be acceptable.

8. That the names of the contributors (unless they express a wish to the contrary) be communicated by the Local Committee to the Council of the Museum, in order that their names may be recorded, with a specification of the gift, agreeably to the rules of the institution.

9. That a subscription of five shillings per annum in advance from each member present this day, or from others absent, or who may hereafter join and who may signify their assent, be collected to defray any incidental expenses which the Committee may incur.

10. That contributions will be thankfully received from ladies and others, not eligible except as honorary members, subject to the conditions specified in the seventh Resolution.

11. That during the month of January in each year a general meeting of the members do take place at Colombo, when the Committee will furnish that meeting with a report of the steps taken by them to make collections, as well as the nature of the contributions, the source from whence they were obtained, and whether and how they have been forwarded to the Museum, together with a statement of the accounts. At this meeting a new Committee will be elected, to which the members of the old Committee will be considered eligible.

12. That a copy of these proceedings be forwarded to every member of the United Service Museum at present in Ceylon, and to others on their arrival.

13. That a copy of these proceedings be forwarded to the Council of the Museum by the first opportunity, accompanied by a nominal list of those individuals in Ceylon who have become members of the Museum since 1836.

14. That the thanks of this meeting be given to Major-General Sir John Wilson, for his able conduct in the chair this day, and for his valuable support in the formation of the Ceylon Local Committee of the United Service Museum.

Sir John Wilson begged to express his acknowledgments to the meeting for the honour they had done him in adopting the resolution just proposed, and seconded by his friends Colonel Fletcher and Major Frith; and he took this opportunity of assuring them, that when he should leave that chair, in which he had just had the satisfaction of receiving their thanks, to occupy that of the Committee, he should not fail to continue, in conjunction with its members, to use his best endeavours to carry into effect the wishes and intentions of that meeting; but he would not conceal from them that, whatever exertions he and the Committee might make to further the objects they all had in view, those exertions would prove of little avail unless the Committee at the same time received the aid and assistance of the members of the Museum throughout this colony. Their Secretary had very properly called the attention of the meeting to that regulation which so clearly pointed out what might be expected from their co-operation; and as contributions were, in one word, what they required, he entertained no doubt that early and ample supplies from them, and through their influence, would flow in to the Committee in time to enable it to forward the first fruits of its labours to the Museum by the transports which were soon expected to arrive here with the 18th Regiment.

The Major-General then informed the meeting that he should make a point of communicating with the Governor on the subject,—of acquainting him with their present proceedings,—and of requesting His Excellency's support; and he felt confident, as they likewise must feel, from the well-known liberality with which His Excellency invariably gave his support to public institutions having for their object the advancement of science and the welfare of society, that the appeal would not be made in vain in behalf of such an institution as that whose interests they were then assembled to promote, and which might truly be said to confer both an honour and a benefit upon our country.

The meeting then separated.

(Signed) W. GREGORY, Captain Royal Engineers, Secretary and Treasurer.

We have taken a strong interest in the question relating to the establishment of a regular system of steam communication between Great Britain and her magnificent dependencies in the East; and our pages have always been open to any communications designed to promote that important object. A few months since, we took occasion, from the publication of Captain Grindlay's pamphlet, to enter upon the question at a length proportioned to its magnitude; and we had thus an opportunity of offering our sentiments upon one of the most interesting questions of the day—at the same time that we were aiding the diffusion of a most timely and judicious publication. We had supposed that no objection could arise to the manner in which Captain Grindlay had treated his subject, except from those who were hostile to the communication which it was his purpose to recommend. We have learned, however, with much surprise, that the Bengal Committee have taken offence at the work, and have thought fit abruptly to intimate their desire that Captain Grindlay's services, as their agent, ought to be discontinued, on the ground that he did not advocate the more comprehensive scheme of communication, which would embrace Madras and Calcutta as well as Bombay. With all possible respect for the zeal of the committee, we submit that in this instance it has been pushed somewhat beyond the measure of either prudence or justice. Captain Grindlay's purpose was to awaken the public mind in England to the general importance of the subject; and he succeeded far beyond the hopes of the most sanguine friends of the cause in this country.

He excited a sensation throughout the kingdom which we should have thought it impossible to raise on a question which seemed so far removed from the thoughts, hopes, fears, and habits of the mass of the community. That Captain Grindlay *did* advocate the comprehensive scheme upon all fitting occasions is notorious, and the committee, we presume, have before them proof of this in the printed evidence of their agent before the committee of the House of Commons. It is impossible to conjecture upon what grounds the good people of Calcutta (or that portion of them which forms the Steam Committee) could come to the extraordinary conclusion at which they have arrived. We hope there has been no sinister influence at work to mislead them; but we cannot help thinking that, by this time, they must regret the error into which they have fallen, and be anxious to make all the reparation in their power. As men of honour, they must especially desire publicly to counteract the effect of the unjust and bitter attacks upon Captain Grindlay which have appeared in some of the Calcutta papers. The greater part of these attacks Captain Grindlay has passed over in silence; but one of them was so wantonly and gratuitously offensive that he felt bound to give it an immediate contradiction. In reference to this, we give insertion to the following correspondence between Lord William Bentinck and Captain Grindlay, which we submit without further comment, than to express our satisfaction at the manliness and straightforwardness of purpose which characterize the letters of both parties.

To the Right Honourable Lord William C. Bentinck, G.C.B., M.P.

My Lord, London, 14th November, 1837.

It is with pain that I intrude upon your Lordship any subject of a personal nature, and I am led to take such a step only by the impossibility of rendering myself justice in any other way.

I have suffered many calumnies publicly circulated against me to pass unnoticed, trusting to time and character to repel them; but a passage in the *Calcutta Courier* of the 28th of June so far exceeds the ordinary bounds of falsehood and slander, that I feel obliged to bring it under your Lordship's notice, and to request that you will condescend either to confirm or refute it. The passage to which I refer is the following:—

"There is also some reason to believe that, but for his (your Lordship's) veto, the limited plan submitted by the Court of Directors would have carried the day—*a plan which we understand Captain Grindlay, the Bengal agent, endeavoured at the time to get him to support.*"

In respectfully requesting your Lordship to do me the favour of placing this matter in a just light, it is proper to add, that it is my desire to give to your Lordship's answer the same degree of publicity which has been given to the libellous paragraph.

I have the honour to remain,
Your Lordship's most obedient humble servant,
(Signed) R. M. GRINDLAY.

To Captain Melville Grindlay.

Dear Sir, Park Place, November 15, 1837.

I am happy in being able to afford the most satisfactory explanation in respect to the part you are supposed, in the paragraph of the *Calcutta Courier* contained in your letter, to have taken, in endeavouring to influence me to concur in the adoption of the limited communication with Bombay only.

The supposition is entirely erroneous.

With respect to your general conduct as agent of the Bengal Steam Committee, I can only repeat here what I have already written to Mr. Greenlaw, that I regretted very much the misapprehension which seemed to prevail regarding you.

I have always found in you the most eager desire and the utmost activity and perseverance to promote the comprehensive scheme. To you I am indebted for an introduction to the greater part of those officers from whom I had to select the witnesses best calculated to promote our object, and I seize with pleasure this opportunity of thanking you for your co-operation, assistance, and ready attention to all my wishes.

I remain, dear Sir, your faithful Servant,
(Signed) WILLIAM BENTINCK.

We have to add that, in consequence of the communication from Calcutta, Captain Grindlay tendered his resignation to the committee in this country, who declined to accept it. The correspondence on the occasion we also subjoin.

To the Right Hon. Lord W. C. Bentinck, G.C.B., M.P., and the Home Committee of the Bengal Steam Fund.

16th November, 1837.

MY LORD,—I have the honour of enclosing for your Lordship's perusal a copy of a letter which, on the 20th of September last, I addressed to the Secretary to the New Bengal Steam Fund, in which you will perceive that I expressed an intention to suspend my retirement from the service of the subscribers to that fund until they had been afforded an opportunity of considering the vindication of my conduct which I had felt it a duty to address to them. I was not then aware of the communication which had been made to you, and reflection upon the nature of that communication has induced me to judge that a departure from the course which I had designed to pursue will, under these circumstances, be more advisable than an adherence to it.

The Calcutta Committee having referred the selection of an Agent entirely to your judgment, I feel that it would be improper that I should persevere in any measure that might embarrass your proceedings, or interfere in the slightest degree with the most perfect freedom of choice.

I therefore beg leave most respectfully to tender my resignation of the office which I have now exercised under your control for nearly a year and a half, during the whole of which period it is satisfactory to reflect that I have had the good fortune to meet with your entire approbation and cordial support.

I take the liberty to enclose a copy of a correspondence arising out of some libellous remarks in the *Calcutta Courier* on my conduct as Agent.

I have the honour to be, my Lord,
Your most obedient Servant,
(Signed) R. M. GRINDLAY.

To Captain Melville Grindlay.

London, 17th November, 1837.

DEAR SIR,—We have to acknowledge the receipt of your letter of the 16th instant, in which you tender your resignation as Agent to the Subscribers to the New Bengal Steam Fund in consequence of the letter lately addressed to us by the Committee at Calcutta.

As the mere Agents ourselves [illegible] Committee, we should have felt bound to have acted upon t[illegible]ions conveyed to us, although opposed to our own opinion, if [illegible]sess information and personal knowledge as to you[illegible] Calcutta Committee are anxious to p[illegible]sed by them

at the date of their letter of the 1st of May last, and which we cannot but believe would have occasioned a very different feeling from that by which, under a misapprehension, they seem to have been actuated towards you at that period.

Under these circumstances, and with the strong impression we entertain that, when they shall become as thoroughly aware as we are of the zeal and ability with which you have endeavoured to promote the adoption and success of the comprehensive plan of Steam Communication direct to each Presidency, the Calcutta Committee will be anxious to do you full justice, we believe that we best study the interests and the probable future wishes of our constituents in declining to accept your resignation until we shall have an answer to the communication which we shall think it our duty alike to them and to yourself immediately to address to them on this subject, and in requesting you as a personal kindness to ourselves to continue your valuable services to us and to the cause in the intermediate time as our Secretary.

That we may, however, pursue the instructions which we have received from Bengal, so far as they do not make us parties to what appears to us an injustice to yourself, we have to request that you will favour us with a statement of your accounts with the New Bengal Steam Fund Committee, that we may transmit it forthwith for their inspection and approval.

We remain, dear Sir,
Your obedient Servants,
(Signed) W. C. Bentinck,
Thos. E. M. Turton,
J. Mackillop,
Wm. Crawford,
G. G. De St. Larpent

True Copies,—R. M. Grindlay.

Although we rarely admit matter which has already appeared in other quarters, we are tempted to depart from a general rule in the instance of the Bute Ship Canal at Cardiff, an undertaking which does honour to the public spirit and munificence of its projector the Marquess of Bute, at whose sole cost it has been carried nearly to completion. We quote the following observations respecting this work from a Bristol paper, well informed, we know, upon the subject:—

The apprehensions so repeatedly expressed, as to the effect which certain improvements now in progress in some of the Welsh ports may eventually have upon the trade of Bristol, do not appear to be without foundation. We have lately had an opportunity of ascertaining the extent to which, in one or two instances, it is proposed to carry them; and certainly the result has led us to coincide with those who forsee an approaching as well as dangerous rivalry from our Cambrian neighbours.

There are four ports upon the great estuary of the Severn, which, under this view, may be considered as likely to influence that of Bristol: of these Gloucester may already have done its worst. We, perhaps, know the full extent of injury which Bristol may expect to receive from that competitor, and sufficiently grievous it is. At Swansea, considerable additions to the accommodations of the harbour are in contemplation, but Swansea has long since been in great measure supplied from Liverpool; so that the two intermediate ports of Newport and Cardiff may now be considered as the only points through which any further diminution of the trade of Bristol may be apprehended. At the former, a very capacious lock, to be connected with a basin of proportionate dimensions, has already been commenced. Although the work has not yet been pushed forward with much activity, the recent changes in the engineering superintendence, and the

visit of the highly talented individual who has, in consequence, been consulted, afford a fair presumption of their eventual completion.

At Cardiff, on the contrary, for the last two years an undertaking of the utmost importance has been in active progress. The canal and sea-lock, constructed nearly 40 years since, have long been found inadequate to the growing commerce of the place; additional accommodation has been loudly called for, and how necessary it has become the last report published by the Canal Company will best prove. By that document it appears that, in the past year, 114,148 tons of iron, and 192,241 tons of coal (nearly 1000 tons per day), were sent down the canal. The delays so very frequently incurred in shipping this enormous quantity of produce, by means so limited as those furnished by the Glamorganshire canal, were alike vexatious to the ship-owner and manufacturer. Various schemes have, from time to time, been ineffectually suggested, nor until the present work was undertaken did there appear much prospect of the requisite improvement being made. It has been reserved for individual enterprise to carry this desirable object into effect. The Marquess of Bute, who is the proprietor of the ground immediately adjoining the shore at Cardiff, a few years since obtained an Act of Parliament empowering him to construct a new harbour there. The work was commenced two years since, and has been carried forward with great activity. As the port of Bristol will probably experience considerable effects from its rising neighbour, our readers will perhaps feel interested by a general outline of the undertaking, and thus be in some measure enabled to estimate the nature of those apprehensions which we have already expressed. A straight open cut is proposed, from the middle of Cardiff Roads to the entrance gates of what may be described as the outer basin. These gates will be 45 feet wide, with a depth of 17 feet at high water neap tides, and 32 at spring tides. At the north end of the outer basin is situated the main entrance lock, 152 feet long and 36 feet wide, sufficient to admit vessels of from five to six hundred tons burthen, and connecting it with the inner basin, or wet docks, which constitutes the principal feature of the undertaking. This basin, the excavation of which is nearly completed, extends in one continuous line from the lock to within a short distance of the town of Cardiff; its length is 1400 yards, and width 200 feet, varying in depth of water from 19 feet to 9, finished with substantial quay-walls, with granite copings, and containing an area of 18 acres of water-surface, and 5,100 feet of uninterrupted line of wharfage—a work which, in point of magnitude and utility, rivals many public undertakings, and far exceeds all that individual enterprise has ever attempted.

Let us now for one moment consider the possible consequences upon this port, from a creation of such importance as that which this intelligent and public-spirited Nobleman has commenced. We have before us, then, the certainty of a port being opened, within thirty miles of our own, affording all the accommodation at present furnished by Bristol, and free from those heavy imposts to which this harbour is unfortunately, but unavoidably, exposed. It is situated at a point of the Channel eminently qualified for such an undertaking, whether considered as a port of refuge or of trade; for the prevalent wind in the Bristol Channel being to the W. of S., Cardiff Roads have long been known to mariners as safe and roomy grounds in westerly gales; while the entrance to the Bute Ship Canal, effectually protected by the bold headland of Penarth, will offer additional security in heavy weather from that quarter. Nor are the commercial advantages of its position less striking: the population in the hills north of Cardiff, from [illegible] last growth of the iron-works at Merthyr and elsewhere, has [illegible] within a very short space of time. To those who are b[illegible] circumstances likely to influence this pa[illegible] of the mineral property there, there [illegible] increase. From the

new port there is direct and easy access to the vale of Glamorganshire eastward, as well as to the populous towns lying west of Cardiff. The Taff Vale Railroad is commenced, affording immediate and rapid means of pouring the produce of the port among the dense population of the hills. And thus we find Cardiff situated, with respect to sources of demand upon its imports, precisely as Bristol was before that branch of her trade found its way to Gloucester.

Such, then, are our prospects with respect to this and the other ports upon the Channel. Whether any steps which we now can take will be able to recal, or, after the completion of the noble work which we have thus described, we shall retain any portion of our trade with the Principality, appears to us very problematical. We have stated the grounds upon which our apprehensions are founded, and which have been so often echoed in the Council; but the remedy of this evil (and there certainly must be one) must be suggested by others.

(Circular.)

Horse Guards, 15th November, 1837.

SIR,—Lord Hill has observed, with great concern, that, notwithstanding the strong admonitions contained in the General Order of the 18th June, 1835, some cases have occurred in which a soldier has, when quarrelling in a state of intoxication, used his bayonet against his antagonist; and that, in a case of very recent occurrence, even the loss of life has been produced by a bayonet wound, as appears by the annexed copy of a letter and enclosure, which his Lordship has received from her Majesty's Secretary of State for the Home Department.

In order to afford the public, for the future, effectual protection against similar outrages, Lord Hill desires that the practice of wearing side-arms may be discontinued, except when on duty, and upon such special occasions as you shall consider the bayonet absolutely essential for the defence and protection of the soldier. It is, however, to be distinctly understood that the soldier is invariably to wear his bayonet-belt when dressed in his regimentals.

I have the honour to be, Sir, your obedient servant.

JOHN MACDONALD, A. G.

Officer commanding the .

(Copy.)

Whitehall, November 1st, 1837.

MY LORD,—I beg to call your Lordship's attention to the enclosed letter from Mr. Stirling, the coroner before whom an inquest was held on the body of James Chaplin.

As the practice of wearing side-arms, when off duty, is not universal in the Army, I cannot think that the usage is so necessary as to outweigh the danger to the persons and lives of her Majesty's subjects which is incurred by it. Intemperance is, unfortunately, so common in this country, that no reliance can be placed on the discretion of men who are allowed to wear dangerous weapons.

I hope, therefore, that your Lordship will take measures for doing away with the practice of wearing side-arms when off duty, unless special reasons should make it absolutely essential for the defence and protection of the soldier.

I have the honour to be, &c.

(Signed) J. RUSSELL.

The Lord Hill, &c. &c. &c.

(Copy.)

77, Chancery-lane, October 24th, 1837.

MY LORD,—I take leave to send you, at the request of the Jury empannelled and sworn on an inquest held, before me, at the University College Hospital, in the parish of St. Pancras, on the 16th instant, on the body of James Chaplin, a copy of a paper writing, handed to me at the time of

their returning their verdict of "wilful murder against George Smith," viz., "We, the Jury appointed to inquire concerning the death of James Chaplin, hereby beg leave to represent to her Majesty's Principal Secretary of State for the Home Department the insecurity in which the lives of her Majesty's subjects are placed, by the practice of private soldiers wearing side-arms when off duty, and to urge the attention of her Majesty's Ministers to the subject." I am, &c.

(Signed) THOS. STIRLING, Coroner.

The Rt. Hon. Lord John Russell, &c. &c. &c.

METEOROLOGICAL OBSERVATIONS for the Autumnal Equinox—made at the United Service Museum, for 37 successive hours. Commencing at 6 A.M. (mean time) 21st September, 1837. By L. H. J. Tonna.

Day.	Hour.	Barometer, diameter of tube .5647.	Thermometer in cistern.	Barometer reduced to 32 Fahr. & corrected for contraction of brass scale.	External thermometer.	Difference of wet and dry bulb thermometer.	Wind.*	
		Inches.	Fahr.	Inches.	Fahr.	Fahr.		
Sept. 21st,	6 A.M.	29.955	61°.5	29.867	54°.5	0°.7	N. & E.	Overcast light br
	7 ,	29.972	61.8	29.883	55.5	1.0	East	,,
	8 ,	29.977	62.	29.887	58.3	1.7	E. b. S.	,,
	9 ,	29.982	62.	29.892	59.5	1.9	E.S.E.	,,
	10 ,	29.995	62.8	29.903	61.5	2.7	,,	,, [haze
	11 ,	29.991	63.2	29.898	63.7	3.9	,,	Clear sky, light
	Noon	29.994	64.	29.899	65.5	5.5	E. b. S.	Clear lt. haze
	1 P.M.	29.995	64.8	29.897	66.2	5.2	East	,, Lt. vapoury
	2 ,	29.998	65.	29.900	67.	5.8	E. ½ N.	,, [clouds.
	3 ,	30.002	65.7	29.902	66.6	5.4	East	,,
	4 ,	30.012	66.	29.911	65.5	5.0	,,	,,
	5 ,	30.035	66.	29.934	63.5	3.0	,,	,,
	6 ,	30.049	65.6	29.946	61.2	3.0	,,	,,
	7 ,	30.072	66.	29.971	59.2	2.7		,,
	8 ,	30.079	66.	29.978	58.5	2.3		Cloudless
	9 ,	30.078	64.8	29.980	57.	2.0		,,
	10 ,	30.086	64.	29.991	55.5	1.0		,, [light
	11 ,	30.087	64.	29.992	55.	1.1		Bright moon-
	Midnight	30.092	64.	29.997	54.2	1.2		,,
22nd	1 A.M.	30.090	63.8	29.995	53.8	1.0		,,
	2 ,	30.090	63.5	29.996	52.5	0.0		,,
	3 ,	30.094	63.8	29.999	54.	0.2		Foggy
	4 ,	30.094	63.8	29.999	54.3	0.8		Overcast
	5 ,	30.092	64.	29.997	53.8	0.8		,,
	6 ,	30.100	64.	30.005	55.	1.2	East	,,
	7 ,	30.106	64.	30.011	56.5	1.0	,,	,,
	8 ,	30.124	63.8	30.029	58.8	1.8	,,	,,
	9 ,	30.130	63.2	30.037	60.5	2.5	E.S.E.	Foggy, light air
	10 ,	30.133	63.5	30.039	61.5	3.5	,,	,, [lt. br.
	11 ,	30.132	64.	30.037	62.5	4.0	E. b. S.	Clear, passing cl.
	Noon	30.128	64.5	30.032	64.	4.5	,,	Fine ,,
	1 P.M.	30.117	65.	30.019	65.5	5.0	,,	,, ,,
	2 ,	30.114	65.	30.016	64.5	5.0	,,	Fine, passing cl.
	3 ,	30.115	65.	30.017	64.	5.0	,,	,, ,,
	4 ,	30.116	65.	30.018	63.2	4.7	,,	,, moderate br.
	5 ,	30.118	65.	30.020	62.	4.0	E.S.E.	,, ,,
	6 ,	30.124	65.	30.026	60.8	3.8		,, ,,

* From local circumstances the observations of the wind are not to be depended upon.

STATIONS OF THE BRITISH ARMY ON 1ST DECEMBER, 1837.

[Where two places are mentioned, the last-named is that at which the Depôt of the Regt. is stationed.]

1st Life Guards—Windsor.
2nd do.—Regent's Park.
Royal Horse Guards—Hyde Park.
1st Dragoon Guards—Dundalk.
2nd do.—Cahir.
3rd do.—Ipswich.
4th do.—Manchester.
5th do.—Birmingham.
6th do.—Brighton.
7th do.—York.
1st Dragoons—Cork.
2nd do.—Dublin.
3rd do.—on passage to India.
4th do.—Bombay.
6th do.—Dorchester.
7th Hussars—Dublin.
8th do.—Newbridge.
9th Lancers—Glasgow.
10th Hussars—Nottingham.
11th Light Dragoons—Bengal.
12th Lancers—Hounslow.
13th Light Dragoons—Madras.
14th do.—Edinburgh.
15th Hussars—Leeds.
16th Lancers—Bengal.
17th do.—Coventry.
Grenadier Guards [1st batt.]—Tower.
Do. [2nd battalion]—Windsor.
Do. [3rd battalion]—Wellington B.
Coldstream Guards [1st batt.]—St. George's B.
Do. [2nd battalion]—St. John's Wd.
Sc. Fusilier Guards [1st batt.]—Dublin.
Do. [2nd battalion]—Portman B.
1st Foot [1st battalion]—Athlone.
Do. [2nd battalion]—Canada; Plymouth.
2nd do.—Bombay; Chatham.
3rd do.—Bengal; Chatham.
4th do.—Madras; Chatham.
5th do.—Ionian Isles: Portsmouth.
6th do.—Bombay; Chatham.
7th do.—Dublin.
8th do.—Jamaica; Galway.
9th do.—Bengal; Chatham.
10th do.—Ionian Isles, ord. home; Wexford.
11th do.—Ionian Isles; Waterford.
12th do.—Mauritius; Cork.
13th do.—Bengal; Chatham.
14th do.—West Indies; Brecon.
15th do.—Canada, ord. home; Nenagh.
16th do.—Bengal; Chatham.
17th do.—Bombay; Chatham.
18th do.—Ceylon; Castlebar.
19th do.—Templemore.
20th do.—Canterbury.
21st do.—Van Diemen's Land; Chatham.
22nd do.—Cork.
23rd do.—Dublin.
24th do.—Canada; Portsmouth.
25th do.—Limerick.
26th do.—Bengal; Chatham.
27th do.—Cape of G. Hope; Chatham.
28th do.—N. S. Wales; Chatham.
29th do.—Mauritius, ord. home: Devonport.
30th do.—Bermuda: Sunderland.
31st do.—Bengal; Chatham.
32nd do.—Canada; Plymouth.
33rd do.—Gibraltar; Boyle.
34th do.—America; Cashel.
35th do.—Mauritius; Londonderry.
36th do.—W. Indies; Plymouth.
37th do.—Jamaica; Plymouth.
38th do.—Dublin.
39th Foot—Madras; Chatham.
40th do.—Bombay; Chatham.
41st do.—Madras; Chatham.
42nd do.—Glasgow.
43rd do.—America; Plymouth.
44th do.—Bengal; Chatham.
45th do.—Madras; Chatham.
46th do.—Gibraltar; Cork.
47th do.—Malta; Portsmouth.
48th do.—Birr.
49th do.—Bengal; Chatham.
50th do.—New South Wales; Chatham.
51st do.—Chatham, for Van Diemen's Land.
52nd do.—Gibraltar; Newcastle.
53rd do.—Ionian Isles; Dublin.
54th do.—Madras; Chatham.
55th do.—Madras; Chatham.
56th do.—Jamaica; Sheerness.
57th do.—Madras; Chatham.
58th do.—Ceylon; Youghal.
59th do.—Malta; Omagh.
60th do. [1st batt.]—Corfu; Hull.
Do. [2nd batt.]—Corfu; Jersey.
61st do.—Ceylon; Templemore.
62nd do.—Madras; Chatham.
63rd do.—Madras; Chatham.
64th do.—Jamaica; Dundee.
65th do.—W. Indies, ord. for America; Naas.
66th do.—Canada; Templemore.
67th do.—W. Indies; Chatham.
68th do.—Gibraltar, ord. for Jamaica; Waterford.
69th do.—W. Indies; Dover.
70th do.—Malta, ord. for W. Indies; Guernsey.
71st do.—Dublin.
72nd do.—Cape of Good Hope; Clonmel.
73rd do.—Ionian Isles; Clare Castle.
74th do.—West Indies; Stirling.
75th do.—Cape of Good Hope; Drogheda.
76th do.—W. Indies; Fort George.
77th do.—Malta; Newbridge.
78th do.—Buttevant.
79th do.—Edinburgh.
80th do.—N. S. Wales; Chatham.
81st do.—Gibraltar; Carlisle.
82nd do.—Gibraltar; Limerick.
83rd do.—America; Chester Castle.
84th do.—Jamaica, ord. home; Gosport.
85th do.—America; Tralee.
86th do.—Manchester.
87th do.—Mauritius; Birr.
88th do.—Bolton.
89th do.—West Indies; Gosport.
90th do.—Ceylon; Portsmouth.
91st do.—St. Helena; Paisley.
92nd do.—Malta; Mullingar.
93rd do.—Cork; ord. for Halifax; Armagh.
94th do.—Dublin.
95th do.—Belfast.
96th do.—Enniskillen.
97th do.—Stockport.
98th do.—Weedon.
99th do.—Fermoy.
Rifle Brig. [1st batt.]—Woolwich.
Do. [2nd batt.]—Portsmouth.
Royal Staff Corps—Hythe.
1st West India Regiment—Trinidad, &c.
2nd do.—New Providence and Honduras.
Ceylon Rifle Regiment—Ceylon.
Cape Mounted Riflemen—Cape of Good Hope.
Royal African Colonial Corps—Sierra Leone.
Royal Newfoundland Veteran Comp.—Newfd.
Royal Malta Fencibles—Malta.

[This Document being prepared exclusively for the U. S. Journal, we request that, if borrowed, its source may be acknowledged.]

STATIONS OF THE ROYAL NAVY IN COMMISSION 1st DEC., 1837.

Actæon, 26, Capt. Lord Edward Russell, South America.
Ætna, 6, sur. v. Capt. A.T. E. Vidal, Coast of Africa.
African, st. sur. v. Capt. F. W. Beechey, Coast of Ireland.
Albau, st. v. Lieut. E. B. Tinling, W. Indies.
Algerine, 10, Lieut. W. S. Thomas, East Indies.
Alligator, 28, Capt. Sir J. J. G. Bremer, C.B., K.C.H., particular service.
Asia, 84, Capt. W. Fisher, Mediterranean.
Astræa, 6, Capt. J. H. Plumridge, Falmouth.
Barham, 50, Capt. A. L. Corry, Mediterranean.
Basilisk, 6, ketch, Lieut. G.G. Macdonald, South America.
Beacon, 8, sur. v. Lieut. T. Graves, Mediter.
Beagle, 10, sur. v. Com. J. C. Wickham, East Indies.
Bellerophon, 80, Captain Samuel Jackson, C.B., Mediterranean.
Blazer, st. v. Lieut. J. M. Waugh, par. ser.
Bonetta, 3, Lieut. H. P. Descamps, Coast of Africa.
Boxer, st. v. Lieut. F. Bullock, par. ser.
Britannia, 120, Adm. P. C. H. Durham, G.C.B., Capt. J. W. D. Dundas, Portsmouth.
Buzzard, 3, Lieut. J. L. R. Stoll, C. of Afri.
Cameleon, 10, Lieut. J. Bradley, Lisbon station.
Carron, st. v. Lieut. E. E. Owen, West Indies.
Carysfort, 26, Capt. H. B. Martin, Mediter.
Castor, 36, Capt. E. Collier, Mediterranean.
Ceylon, 2, Lieut. J. G. M'Kenzie, rec. sh. Malta.
Champion, 18, Com. G. St. V. King, W. Indies.
Childers, 16, Com. Hon. H. Keppel, Mediter.
Cleopatra, 26, Capt. Hon. G. Grey, S. America.
Clio, 16, Com. W. Richardson, Mediterranean.
Cockatrice, 6, Lieut. J. Douglas, S. America.
Columbine, 18, Com. T. Henderson, Coast of Africa.
Comet, st. v. Lieut. G. T. Gordon, par. ser.
Comus, 18, Com. Hon. P. P. Cary, West Indies.
Confiance, st. v. Lieut. W. Arlett, Mediter.
Conway, 28, Capt. C. R. Drinkwater, E. Indies.
Cornwallis, 74, Vice-Adm. Hon. Sir C. Paget, G.C.H., Capt. Sir R. Grant, Kt., W. Indies.
Crocodile, 28, Capt. Js. Polkinghorne, West Indies.
Cruizer, 16, Com. W. A. Willis, Sheerness.
Curlew, 10, Lieut. E. Norcott, Coast of Africa.
Dido, 18, Capt. L. Davies, C.B., Mediterranean.
Dolphin, 3, Lieut. T. L. Roberts, C. of Africa.
Donegal, 78, Rear-Adm. Sir J. A. Ommanay, Capt. J. Drake, Lisbon.
Dublin, 50, Vice-Adm. Sir C. E. Hamond, Bart., K.R.C., Capt. R. Tait, S. America.
Echo, st. v. Lieut. W. James, West Indies.
Edinburgh, 74, Capt. W. W. Henderson, Lisbon.
Electra, 18, Com. W. Preston, Portsmouth.
Excellent, 76, Capt. T. Hastings, Portsmouth.
Fair Rosamond, Lieut. W. B. Oliver, Coast of Africa.
Fairy, 10, sur. v. Capt. W. Hewett, North Sea.
Favourite, 18, Com. W. Croker, East Indies.
Firefly, st. v. Lieut. J. Pearce, partic. serv.
Flamer, st. v. Lieut. J. M. Potbury, W. Indies.
Fly, 18, Com. R. Eliott, South America.
Forester, 3, Lieut. Rosenberg, Coast of Africa.
Gannet, 16, Capt. W. G. H. Whish, West Indies.
Griffon, 3, Lieut. J. G. D'Urban, West Indies.
Harlequin, 16, Com. J. E. Erskine, Mediterran.
Harpy, 10, Lieut. Hon. G.R.A. Clements, W. Indies.
Harrier, 18, Com. W. H. H. Carew, S. America.
Hastings, 74, Vice-Admiral Sir W. H. Gage, G. C. H., Capt. H. Shiffner, Lisbon sta.
Hazard, 16, Com. J. Wilkinson, C. of Africa.
Hercules, 74, Capt. J. T. Nicolas, C.B., K.H., Lisbon.
Hermes, st. v. Lieut. W. S. Blount, Medn.
Hornet, 6, Lieut. H. Baillie, Falmouth.
Howe, 120, Vice-Adm. Sir R. Otway, Bt. K.C.B., Capt. C. H. Paget, Sheerness.
Hyacinth, 18, Com. W. Warren, Portsmouth.
Imogene, 28, Capt. H. W. Bruce, S. America.
Inconstant, 36, Capt. D. Pring, Lisbon sta.
Lark, 4, sur. v. Lieut. E. Barnett, W. Indies.
Larne, 18, Com. J. P. Blake, East Indies.
Leveret, 10, Lieut. C. I. Bosanquet, Coast of Africa.
Lightning, st. v. Lieut. Jas. Shambler, par. ser.
Lynx, 3, Lieut. H. Broadhead, Chatham.
Madagascar, 46, Capt. Sir J. S. Peyton, K.C.H., West Indies.
Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon station.
Magnificent, 4, Com. J. Paget, rec. ship, Jamai.
Magpie, 4, Lieut. T. S. Brock, Mediterranean.
Malabar, 74, Capt. Sir W. A. Montagu, C.B. K.C.H., Lisbon station.
Melville, 74, Capt. Hon. R. S. Dundas, Portsmouth.
Meteor, st. v. Lieut. G. W. Smith, Woolwich.
Minden, 74, Capt. A. R. Sharpe, C.B., Mediterranean.
Modeste, 18, Com. H. Eyres, Woolwich.
Nautilus, 10, Lieut. W. Crooke, Portsmouth.
Nimrod, 20, Com. J. Fraser, W. Indies.
North Star, 28, Com. Lord John Hay, Lisbon station.
Orestes, 18, Com. J. J. F. Newell, Mediter.
Pearl, 20, Com. Lord C. E. Paget, W. Indies.
Pelican, 16, Com. B. Popham, Coast of Africa.
Pelorus, 16, Com. T. Harding, East Indies.
Pembroke, 74, Capt. F. Moresby, C.B., Medit.
Phœnix, st. v. Com. W. H. Henderson, Lisbon station.
Pickle, 5, Lieut. P. Hast, W. Indies.
Pique, 36, Capt. E. Boxer, particular service.
Pluto, st. v. Lieut. J. Duffill, Lisbon sta.
Portland, 52, Capt. D. Price, Mediterranean.
President, 52, Capt. Js. Scott, Portsmouth.
Princess Charlotte, 104, Adml. Hon. Sir R. Stopford, G.C.B., Capt. A. Fanshawe, Mediterranean.
Pylades, 18, Com. W. L. Castle, Coast of Africa
Racehorse, Com. H. W. Craufurd, Plymouth.
Racer, 16, Com. J. Hope, West Indies.
Rainbow, 28, Capt. T. Bennett, West Indies.
Raleigh, 16, Capt. M. Quin, East Indies.
Rapid, 10, Lieut. Hon. G. H. St. V. de Ros Kinnaird, Mediter.
Rattlesnake, 28, Capt. W. Hobson, E. Indies.
Raven, 4, sur. v. Lieut. G. A. Bedford, C. of Africa.
Rhadamanthus, st. v. Com. A. Wakefield, Mediterranean.
Ringdove, 16, Com. H. P. Nixon, W. Indies.
Rodney, 92, Capt. Hyde Parker, Mediter.
Rover, 18, Com. Chas. Eden, South America.
Royal Adelaide, 104, Adm. Lord A. Beauclerk, G.C.B., G.C.H.; Capt. Sir Wm. Elliott, C.B., K.C.H., Plymouth.
Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H. Portsmouth.
Royal Sovereign, yacht, Capt. Sup. W. P. Cumby, C.B., Pembroke.
Royalist, 10, Lieut. Hon. E. Plunkett, Lisbon station.
Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Medn.
Salamander, st. v. Com. S. C. Dacres, Lisbon station.

Samarang, 28, Capt. W. Broughton, S. America.
San Josef, 110, Capt. J. Hancock, C.B., guard-ship, Plymouth.
Sapphire, 28, Capt. R. F. Rowley, Mediterran.
Sappho, 16, Com. T. Fraser, West Indies.
Saracen, 10, Lieut. H. W. Hill, Co. of Africa.
Satellite, 18, Com. I. Robb, West Indies.
Savage, 10, Lieut. Hon. E. R. Curzon, Lisbon station.
Scorpion, 10, Lieut. C. Gayton, Lisbon station.
Scout, 18, Com. R. Craigie, Coast of Africa.
Scylla, 16, Com. Hon. J. Denman, Lisbon sta.
Seaflower, 4, Lieut. J. Roche, Portsmouth.
Seringapatam, 46, Capt. J. Leith, West Indies.
Serpent, 16, Com. R. L. Warren, W. Indies.
Skipjack, 5, Lieut. J. J. Robinson, W. Indies.
Snake, 16, Com. A. Milne, West Indies.
Sparrow, 10, Lieut. R. Lowcay, par. service.
Sparrowhawk, 16, Com. J. Shepherd, South America.
Speedy, 8, Lieut. J. M. Mottley, particular serv.
Spider, 6, Lieut. J. O'Reilly (*a*) South America.
Spitfire, st. v. 6, Lieut. A. Kennedy, particular service.
Stag, 46, Capt. T. B. Sullivan, C.B., S. America.
Starling, sur. v. Lieut. H. Kellett, S. America.
Sulphur, sur. v. Com. E. Belcher, S. America.
Talavera, 74, Capt. W. B. Mends, Lisbon sta.
Temeraire, 104, Capt. T. F. Kennedy, guard-ship, Sheerness.
Thalia, 46, Rear-Admiral Sir P. Campbell, K.C.B.; Capt. R. Waughope, Cape of Good Hope and Coast of Africa.
Thunder, sur. v. Lieut. B. Allen, Portsmouth.
Tribune, 24, Capt. J. Tomkinson, Mediter.
Trinculo, 16, Com. H. E. Coffin, Lisbon station.
Tweed, 20, Com. Hon. F. T. Pelham, Lisbon sta.
Tyne, 28, Capt. J. Townshend, Portsmouth.
Vanguard, 80, Capt. Sir Thos. Fellowes, Kt. C.B. Mediterranean.
Victor, 16, Com. R. Crozier, East Indies.
Victory, 104, Capt. T. Searle, C.B., guard-ship, Portsmouth.
Viper, 6, Lieut. W. Winniett, Coast of Africa.
Volcano, st. v. Lieut. W. M'Ilwaine, Medn.
Wanderer, 16, Com. T. Bushby, West Indies.
Wasp, 18, Com. Hon. D. W. A. Pelham, Portsm.
Water Witch, 10. Lieut. W. Dickey, C. of Africa.
Wellesley, 74, Rear-Admiral Sir F. L. Maitland, K.C.B.; Capt. T. Maitland, East Indies.
William and Mary, yacht, Capt. Sir J. Louis, Bart., Woolwich.
Winchester, 52, Vice-Admiral the Hon. Sir T. B. Capel, K.C.B., Captain E. Sparshott, K.H., East Indies.
Wizard, 10, Lieut. E. L. Harvey, S. America.
Wolf, 18, Com. E. Stanley, East Indies.
Wolverine, 16, Com. Hon. E. Howard, Mediter.
Zebra, 16, Capt. R. C. M'Crea, East Indies.

SLOOPS OF WAR COMMISSIONED AS PACKETS.

Alert, Lieut. C. H. Norrington.
Briseis, Lieut. John Downey.
Delight, Lieut. J. Moore (*b*)
Express, Lieut. W. G. Croke.
Goldfinch, Lieut. Edw. Collier.
Hope, Lieut. W. L. Rees.
Lapwing, Lieut. F. R. Coghlan.
Linnet, Lieut. W. Downey.
Lyra, Lieut. W. Forrester.
Magnet, Lieut. S. Griffith.
Mutine, Lieut. Richard Pawle.
Nightingale, Lieut. G. Fortescue.
Opossum, Lieut. Robt. Peter.
Pandora, Lieut. R. W. Innes.
Pigeon, Lieut. W. Luce.
Ranger, Lieut. J. H. Turner.
Reindeer, Lieut. H. P. Dicken.
Seagull, Lieut. J. Parsons.
Sheldrake, Lieut. A. R. L. Passingham.
Skylark, Lieut. C. P. Ladd.
Spey, Lieut. Rob. B. James.
Star, Lieut. C. Smith.
Swift, Lieut. D. Welch.
Tyrian, Lieut. Ed. Jennings.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

To be Commander.

T. M. C. Symonds.

To be Lieutenants.

J. M. Hayes.
A. Mellersh.
G. L. Adams.

APPOINTMENTS.

Captain.

T. Herbert.....Calliope.

Commanders.

Hon. D. W. A. Pelham ..Wasp.
W. Preston .....Electra.
H. W. Craufurd.....Racehorse,
H. Eyres.....Modeste.

Lieutenants.

J. Hall.....Agent of Contract Packets.
W. Parker..... Do.
G. N. Broke .....Wasp.
W. P. Crozier..... Do.
G. E. W. Hamond.....Imogine.
W. Chambers.....Rover.
F. Drew.....Cleopatra.
W. M. J. G. Pasco .....Actæon.
J. W. Rouse .....Greenwich Hosp.
F. Polwhele.....Crocodile.
W. P. Newenham .....Coast Guard.
V. P. Hunter..... Do.
A. Lowe.....Excellent.
B. J. Rowley .....(Sup.) President.
W. B. Moneypenny .....(Do.) do.
W. A. Haseltine .....Electra.
H. Broadhead .....to com. Lynx.
J. Tindale...Out Pension Greenwich Hosp.
W. Webster .....Racehorse,
D. Curry.....Pique.

Masters.

W. J. R. Ayler.....(Actg.)
R. W. W. Miller.....(Do.)
W. Elliott .....(Do.)
— Forbes .....(Do.)

Surgeons.

J. Urquhart .....Excellent.
C. Alison, M.D.....Wasp.
— Camphill .....Melville.
R. M'Cormick .....Thunderer.
J. Taylor .....Racehorse.

ASSISTANT-SURGEONS.

W. Houghton.....Hercules.
A. Slight.....Wasp.
W. White.....Thunder.
J. Allen.....Columbia.
R. Grigor.....Racehorse.
A. Murray.....Haslar Hosp.

PURSERS.

R. Mason.....Scout.
A. Laidlaw.....Wasp.
E. A. Williamson.....Electra.
R. Green.....Calliope.
J. Forster.....Racehorse.

CHAPLAINS.

Rev. Roland Wilson.....Edinburgh.
Rev. John Baker.....Victory.

ARMY.

WAR-OFFICE, Oct. 27.

2nd Dragoon Guards—Lieut.-Col. Benjamin Harding, from the h.p. Unatt., to be Lieut.-Col. vice Brev.-Col. James Hay, who exch.; Major Charles Kearney to be Lieut.-Col. by pur. vice Harding, who retires; Capt. Frederick Charles Griffiths to be Major, by pur. vice Kearney; Lieut. Richard Duckworth Dunn to be Capt. by pur. vice Griffiths; Lieut. William Persse, from 4th Foot, to be Lieut. by pur. vice Dunn.

3rd Dragoon Guards—Cornet Edward Dyson to be Lieut. by pur. vice Bomford, who retires; Edward Deane Freeman, Gent. to be Cornet, by pur. vice Dyson.

17th Foot—Lieut. Wellington Hackett to be Capt. by pur. vice Church, who retires; Ensign Oliver Bourke to be Lt. by pur. vice Hackett; Gent. Cadet Edward Croker, from the Rl. Mil. Col. to be Ensign, by pur. vice Bourke.

20th—Capt. Benj. Walter Nicholson, from the h.p. of 36th Foot, to be Capt. vice Brevet-Major George Bolton, who exchanges.

22nd—Lieut. Archibald Campbell to be Capt. by pur. vice Hawkins, who retires; Ensign Henry Yarborough Parker to be Lieut. by pur. vice Campbell; Edward Dunbar, Gent. to be Ensign, by pur. vice Parker

60th—Lieut. Martin Edward Haworth to be Capt. by pur. vice Johnson, who retires; Second Lieut. William Geo. Rose to be First Lieut. by pur. vice Haworth; Geo. Allan Hicks, Gent. to be Second Lieut. by pur. vice Rose.

61st.—Capt. John Barry Thomas, from Ceylon Rifle Regt. to be Capt. vice Parke, who exchanges.

72nd—Lieut. Thomas Innes Ackland, from h.p. of the 79th Foot, to be Lieut. vice Adair, promoted: Ensign Thomas Frederick Simmons to be Lieut. by pur. vice Ackland, who retires; John Armstrong, Gent. to be Ensign, by pur. vice Simmons.

Ceylon Rifle Reg.—Capt. Geo. Thos. Parke, from the 61st Foot, to be Capt. vice Thomas, who exchanges; Lieut. Chas. Hamilton Roddy to be Capt. by pur. vice Powell, who retires; Sec. Lieut. William John Kirk to be First Lieut. by pur. vice Roddy; Jones Butler Stevelly, Gent. to be Second Lieut. by pur. vice Kirk.

Brevet—Capt. Charles John Fitzgerald, 76th Foot, to be Major in the Army.

OFFICE OF ORDNANCE, Oct. 27.

Corps of Royal Engineers—First Lieut. Thos. Drummond to be Sec. Capt.; First Lieut. Robt. Kearsley Dawson to be ditto; First Lieut. Hen. Pooley to be ditto, vice Briscoe, dec.; Sec. Lieut. Theodosius Webb to be Lieut. vice Pooley.

Royal Reg. Art.—Sec. Capt. Fred. Augustus Griffiths to be Adjutant, vice Willis, promoted.

WAR OFFICE, Nov. 3.

Her Majesty has been pleased to [illegible] H.R.H. Prince George of Cambridge [illegible] in the Army by Brevet.

6th Dragoon Guards—Lieut. Arthur Stewart, from 92nd Foot, to be Lieut. vice Freeling, who exchanges.

12th Foot—Lieut. William Woods, from the h.p. of 15th Foot, to be Lieut. vice Ouvry, appointed to 68th Foot.

18th—Lieut. Wm. Semple, from 86th Foot, to be Lieut. vice Francklin, who exchanges.

20th—Lieut. Francis Michael Fraser to be Capt. by pur. vice Nicholson, who retires; Ensign Benj. Newman to be Lieut. by pur. vice Fraser; Richard Leigh Lye, Gent. to be Ens. by pur. vice Newman.

24th—Lieut. Henry Young to be Capt. by pur. vice James Beveridge Harris, who retires; Ensign Charles Bernard to be Lieut. by pur. vice Young; Ensign Thomas Spring, from 2nd West India Regt. to be Ensign, vice Bernard.

25th—Lieut. John Andros Guille to be Capt. by pur. vice Slacke, who retires; Ensign Edmund Bentley Frith to be Lieut. by pur. vice Guille; Wm. Peel, Gent. to be Ensign, by pur. vice Frith.

28th—Lieut. Donald M'Phee, from h.p. 79th Foot, to be Lieut. vice Erie Mackay, who exch.

34th—Lieut. Osborne Markham to be Capt. by pur. vice Conolly, who retires; Ensign John Simpson to be Lieut. by pur. vice Markham; William Bayley Money, Gent. to be Ensign, by pur. vice Simpson.

38th—Captain George Beamish, from h.p. of 35th Foot, to be Capt. vice Alexander Campbell (2nd), who exchanges, receiving the difference.

59th—Staff Assist.-Surg. Frederick Roberts to be Assist.-Surg. vice Kemlo, prom. in 70th Foot.

63rd—Capt. D'Arcy Wentworth to be Major, by pur. vice Briggs, who retires; Lieut. John Hodson Fearon to be Capt. by Pur. vice Wentworth; Ensign Conan Hopton to be Lieut. by pur. vice Fearon; William Kenny, Gent. to be Ensign, by pur. vice Hopton.

64th—Ensign Edw. Jones Coxe to be Lieut. by pur. vice Kirkwood, who retires; Michael Edw. Smith, Gent. to be Ensign, by pur. vice Coxe.

65th—Staff Assist.-Surg. John Edward Nicoll to be Assist.-Surg. vice Lorimer, promoted in the 1st West India Regt.

68th—Lieut. Henry Aime Ouvry, from 12th Foot, to be Lieut. vice George W. Denys, who retires upon h.p. of 15th Foot.

69th—Quartermaster-Serjeant J. Hollis to be Quarterm. vice Wallis, who retires upon h.p.

70th—Assist.-Surg. Wm. Kemlo, M.D. from the 59th Foot, to be Surg. vice Foster, app. to 73rd Foot.

73rd—Surg. John Foster, M.D. from 73rd Foot, to be Surg. vice Martin, dec.

81st—Lieut. Hen. Edward Sorell to be Adjutant, vice Hewart, who resigns the Adjutantcy only.

86th—Lieut. Henry C. Cobbe to be Capt. by [illegible] Mayne, who retires; Ensign Charles [illegible]re to be Lieut. by pur. vice Cobbe; [illegible] George Francklin, from 18th [illegible] Semple, who exchanges;

Wellesley B. Prendergast, Gent. to be Ensign, by pur. vice Gore.

88th—Lieut. Henry Bristow, from h.p. 38th Foot, to be Lieut. vice George Acklom, who exchanges.

89th—Surg. Hugh Orr, from 1st West India Regt. to be Surg. vice Barry, dec.

92nd—Lieut. Francis R. Freeling, from 6th Drag. Gds. to be Lieut. vice Arthur Stewart, who exchanges.

1st West India Regt.—Assist.-Surg. Wm. Lorimer, from the 65th Foot, to be Surg. vice Orr, appointed to 89th Foot.

2nd West India Regt.—Jas. Delamain Mends, Gent. to be Ensign, by pur. vice Spring, appointed to 24th Foot.

Royal African Col. Corps—Ensign John Alexander Butcher to be Lieut. without pur. vice Kirk, dec.; William H. Graham, Gent. to be Ensign, vice Butcher.

Hospital Staff—Robt. Atthill, M.D. to be Assist.-Surg. to the Forces, vice Roberts, appointed to 59th Foot.

OFFICE OF ORDNANCE, Nov. 6.

Royal Regt. of Artillery—Second Lieut. Wm Manley Hall Dixon to be First Lieut. vice Pigot, resigned.

WAR-OFFICE, Nov. 10.

2nd Dragoons—Cornet T. Wm. Trafford to be Lieut. by pur. vice Macleod, who retires; Francis Drewe, Gent. to be Cornet, by pur. vice Trafford.

Scots Fusilier Gds.—Lieut. and Capt. Porter Brome Francoise Gilliess to be Capt. and Lieut.-Col. by pur. vice Wedgewood, who retires; Ensign and Lieut. Arthur Edward Onslow to be Lieut. and Capt. by pur. vice Gilliess; John Hamilton Elphinstone Dalrymple, Gent. to be Ensign and Lieut. by pur. vice Onslow.

4th Foot—Major W. Beetham, from h.p. Unatt. to be Major, vice James Henry Phelps, prom.; Ensign Frederick Charles Evelegh to be Lieut. by pur. vice Persse, appointed to 2nd Dragoon Guards; William Mark Campbell, Gent. to be Ensign, by pur. vice Evelegh.

17th—Major Charles John Deshon, from 20th Foot, to be Major, vice George James Romney, who retires upon h.p. Unatt. receiving the diff.

20th—Major John Gaspard Le Marchant, from h.p. Unatt. to be Major, paying the diff. vice Deshon, appointed to 17th Foot.

21st—Brevet-Col. George Warren Walker, from h.p. Unatt. to be Lieut.-Col. vice Hope, appointed to Rifle Brigade; Capt. James Hutchinson, from h.p. Unatt. to be Capt. vice C. Wyndham Lamotte, who exchanges.

29th—Lieut. Wm. Gamwell Alves to be Capt. by pur. vice Humfrey, who retires; Ensign Arthur St. George H. Stepney to be Lieut. by pur. vice Alves; Ensign Lewis Coker, from 74th Foot, to be Ensign, vice Stepney.

38th—Lieut. George Green to be Capt. by pur. vice Beamish, who retires; Ensign John Robert Stawell to be Lieut. by pur. vice Green; John Piper, Gent. to be Ensign, by pur. vice Stawell.

50th—Ensign Charles Irwin Grant, from 79th Foot, to be Ensign, vice Dundas, who exch.

61st—Ensign Percival Clennell Fenwick to be Lieut. by pur. vice Hudson, who retires; Edgar Steadman Smith, Gent. to be Ensign, by pur. vice Fenwick.

74th—Jonas Morris, Gent. to be Ensign, by pur. vice Coker, appointed to 29th Foot.

79th—Ensign Thos. Dundas, from 50th Foot, to be Ensign, vice Grant, who exchanges.

88th—Major Wm. Mackie, from h.p. Unatt. to be Major, vice O'Hara, prom.

Rifle Brigade—Lieut.-Col. John Chas. Hope, from 21st Foot, to be Lieut.-Col. vice Eeles, dec.

1st West India Regt.—Capt. W. D. Deverell, from h.p. Unatt. to be Capt. vice Wm. Hay, who exchanges.

Royal Newfoundland Veteran Companies—Staff Assist.-Surg. J. Freeborn Pink to be Surg.

Unatt.—To be Lieut.-Cols. without pur.; Major Rob. O'Hara, from 88th Foot; Major James Henry Phelps, from the 4th Foot.

Hospital Staff—Thomas Bissett, Gent. to be Assist.-Surg. to the Forces, vice Pink, prom. in the R. Newfoundland Fencible Infantry.

Memoranda—The Christian names of Cornet Halkett of 4th Dragoons, are John Thomas Douglas; of Ensign Graham, Rl. African Corps, are Henry William Hartley; of Ensign Posle-thwaite, 26th Foot, are Henry James William.

WAR OFFICE, Nov. 17.

9th Light Dragoons—Cornet Fred. James Isacke to be Lieut. by pur. vice Porter, who retires; John Sutherland, Gent. to be Cornet, by pur. vice Isacke.

25th Foot—Lieut. Charles R. Knight to be Capt. by pur. vice Grove, who retires; Ensign William C. E. Napier to be Lieut. by pur. vice Knight; Gent. Cadet Neil Hulse Hareuc, from the Royal Mil. Col. to be Ensign, by pur. vice Napier.

37th—Lieut. John Richard Sheppard Wilson to be Capt. by pur. vice Wells, who retires; Ensign William Glynne Griffith to be Lieut. by pur. vice Wilson; Wm. G. M. Gibbon, Gent. to be Ensign, by pur. vice Griffith.

38th—Lieut. Fred. Tudor to be Adjutant, vice Green, promoted.

39th—Capt. Horatio Walpole to be Major, by pur. vice Smyth, who retires; Lieut. Robert Spencer Boland to be Capt. by pur. vice Walpole; Ensign Edw. Croker to be Lieut. by pur. vice Boland; George Finlay, Gent. to be Ensign, by pur. vice Croker.

42nd—James Hunter, Gent. to be Ensign, by pur. vice Henry Dundas Murray, who retires.

56th—Gent. Cadet Arthur Wm. Byles, from the Royal Mil. Col. to be Ensign, without pur. vice Lewis, dec.

57th—Gent. Cadet John Ahmuty, from the Royal Mil. Col. to be Ensign, without pur. vice Morgan, dec.

60th—Lieut. James St. John Munro to be Capt. by pur. vice Haworth, who retires; Sec. Lieut. Charles William Jebb to be 1st Lieut. by pur. vice Monro; John Borlase Maunsell, Gent. to be Sec. Lieut. by pur. vice Jebb.

67th—Ensign John Elton Mervyn Prower to be Lieut. without pur. vice Hamond, dec.; Gent. Cadet Thomas P. Onslow, from Royal Mil. Col. to be Ensign, vice Prower.

70th—Ensign Henry Charles Whalley to be Lieut. without pur. vice Alex. Gerard, dec.; Gent. Cadet John Hackett, from Royal Mil. Col. to be Ensign, vice Whalley.

73rd—Lieut. Benjamin Brown to be Adjutant vice Russell, prom.; Lieut. John Simon Greene, from h.p. 22nd Light Dragoons, to be Lieut. vice Brown, appointed Adjutant.

Ceylon Rifle Regt.—Charles Thomas Smith, Gent. to be Second Lieut. by pur. vice Hamilton, who retires.

Staff—Major Edward Charleton, 61st Foot, to be Deputy Adjutant-Gen. to the troops serving in Ceylon (with the rank of Lieut.-Col. in the Army), vice Walker, appointed to the 21st Foot.

OFFICE OF ORDNANCE, Nov. 17.

Royal Regt. of Artillery—Second Lieut. Hon. Fred. Savile, to be First Lieut. v. Cockburn, dec.

WAR-OFFICE, Nov. 28.

5th Regiment of Dragoon Guards—Lieut. E. T. H. Chambers to be Captain, by pur. vice Hunter, who retires; Cornet J. Conolly to be Lieut. by pur. vice Chambers; G. L. Robson, Gent., to be Cornet, by pur. vice Conolly.

10th Light Dragoon.—Lieut. W. H. Duff, from the 21st Foot, to be Lieut. vice Hume, who exchanges.

21st Foot—Lieut. R. Hume, from the 10th Light Dragoons, to be Lieut. vice Duff, who exchanges.

34th—Lieut. W. E. James to Adjt. vice Harford, whose appointment has not taken place.

36th—Ensign A. Kinloch to be Lieut. by pur. vice Primrose, who retires; Ensign and Adjt. N. Hynes to have the rank of Lieut.; Gent. Cadet R. H. Carew, from the Royal Mil. Col. to be Ensign, by pur. vice Kinloch.

37th—Lieut. J. Harvey to be Capt. without pur. vice Massy, dec.; Ensign H. R. Bredon to be Lieut. vice Harvey; Serjeant-Major R. Hamilton to be Ensign vice Breden.

44th—Ensign R. Stuart to be Lieut. without pur. vice Halfhide, dec.; Ensign A. H. Ferryman to be Lieut. without pur. vice Hadfield, appointed to the 3rd Light Dragoons; Gent. Cadet H. Cadett, from the Royal Mil. Col. to be Ensign, vice Ferryman.

61st—Capt. C. Campbell, from the h.p. Unat. to be Capt. vice MacDonnell, who exchanges, receiving the difference.

62nd—Lieut. V. L. Lewis to be Capt. by pur. vice Gwynne, who retires; Ensign J. Grant to be Lieut. by pur. vice Lewis; C. Young, Gent., to be Ensign, by pur. vice Grant.

70th—Lieut. G. Durnford to be Capt. by pur. vice Holyoake, who retires; Ensign T. C. Timens to be Lieut. by pur. vice Durnford.

73rd—Ensign A. W. Murray to be Lieut. by pur. vice Green, who retires; J. F. Murray, Gent., to be Ensign, by pur. vice Murray.

76th—Ensign M. S. T. Dennis to be Lieut. by pur., vice Jones, who retires; H. W. Dickenson, Gent. to be Ensign, by pur. vice Dennis.

1st West India Regiment—Serjeant-Major D. Cantrell to be Quartermaster, vice H. Cornwall, who retires upon half-pay.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Oct. 1, on board the Sir Lionel Smith, the Lady of Capt. Lawrell, 64th Regt. of a son.

Oct. 17, at Lackan, Co. Longford, the Lady of Com. W. H. Quin, R.N. of a son.

The Lady of Lieut. St. Leger Aldworth, R.N. of H.M.S. Edinburgh, of a daughter.

At All Saints Villa, Mile End, the Lady of Lieut. T. B. Brown, R.N. of a daughter.

At Tralee, the Lady of Capt. Leyne, late 58th Regt. of a daughter.

Nov. 6, at Southwick, the Lady of Capt. Brace, R.N. of a son.

Nov. 8, at Brighton, the Lady of Major Philip Mair, 99th Regt. of a daughter.

MARRIAGES.

Oct. 31, at Kensington, Capt. G. Tumpna. R.N. to Elizabeth, eldest daughter of the late A.L. Emerson, Esq. M.D.

At Dublin, Capt. T. Scott, R.M. to Elizabeth, daughter of the late S. Francis, of Jamaica.

At Blackrock, near Cork, A. J. Wood, Esq. late 15th Hussars, to Eliza, second daughter of John Cotter, Esq. of Cork.

At Enniskillen, Lieut. Lewis, 96th Regt. to Miss Betty, daughter of Surgeon Betty.

Nov. 7, at Falmouth, Lieut. G. Pooley, R.N. to Frances Anne, second daughter of John Vigurs, Esq. Surg. Falmouth.

Nov. 8, at St. George the Martyr, Queen Square, London, Capt. Greenaway, R.N. to Doro Catherine, youngest daughter of the late John Cookson, of Clapham, Esq.

Capt. T. G. Keogh, late 29th Regt. to Lydia, second daughter of the late J. P. Steevens, Esq.

Capt. E. Briscoe, late 59th Regt. to Eliza Cecilia, youngest daughter of R. Briscoe, of Fermoy, Esq.

At Barwell, Leicestershire, Capt. T. H. Pearson, 16th Lancers, to Frances, daughter of the Rev. G. Mettam.

At Charlton, Lieut. J. Harvey, R.A. to Jane, daughter of William Millar, of Southampton, Esq.

At All Soul's Church, Langham Place, Major-Gen. Drummond, R.A. to Margaret, daughter of the Rev. Philip Le Geyt, Vicar of Morden.

At St. Clement's Church, Strand, London, Lieut. W. G. Mahon, R. M. to Miss Eliza Duggan, niece of Dr. Duggan, of Dublin.

Nov. 15, at Devonport, Lieut. A. T. C. Dickson, R.N. Flag Lieut. to Rear-Adm. Warren, of Plymouth Dockyard, to Miss Whimper, niece to Adm. Lord A. Beauclerk.

Nov. 16, at Christ Church, Mary-le-bone, Lieut. W. B. Kelly, 17th Regt. to Anne Edith, second daughter of D. R. Roper, Esq. of Stamford-street, London.

At Edinburgh, Lieut. J. G. Corry, 70th Regt. to Martha, widow of Major Spinks, Madras Army.

At Putney, Com. W. C. Dobson, R.N. son of Adm. Dobson, to Marian, daughter of the late Capt. E. L. Crofton, R.N.

At Maidstone, Lt. E. Peterson, 11th Dragoons, to Caroline, relict of B. H. Blake, Esq. 4th Dragoons.

Nov. 18, at Cheltenham, Lieut. Col. Cator, R.H.A. to Mary, widow of the late W. Nettleship, Esq.

Nov. 20th, at St. James's, Westminster, Lieut.-Colonel Francis Venables Harcourt, Grenadier Guards, son of the Hon. and most Rev. the Archbishop of York, to Lady Catherine Jenkinson, eldest daughter of the Earl of Liverpool, and Lady of the Bedchamber to her R. H. the Duchess of Kent.

DEATHS.

Mar. 20, on the Ganges, Assistant-Surg. Law, 3rd Regt.

April 5, at Sea, Ensign Robson, 26th Regt.

May 4, at Bombay, Ensign Milne, 2nd Regt.

May 7, at Cannanore, East Indies, Ensign Morgan, 57th Regt.

May 22, Capt. W. L. Brereton, Unatt.

At Ghazeepore, Lieut. T. W. Halfhide, 44th Regt.

Capt. Gray, 57th Regt.

June 23, Assist.-Surg. M'Ennally, late 6th Garrison Batt.

July 5th, at Simla, Bengal, Major Eliott, 4th Light Dragoons.

Aug. 8, Capt. Sinclair, late R. V. B.

In South America, Lieut. C. F. Newman, R.N. of H.M.S. Actæon.

Aug. 17, at Demerara, Capt. Briscoe, R. E.

Aug. 21, Assist.-Surg. Fry, h.p. Cape Corps.

Aug. 24, at Demerara, Capt. Elgee, Paymaster, 67th Regt.

Aug. 24, at Manchester, Jamaica, Capt. W. H. Alley, late 4th Regt.—a Special Justice.

Aug. 27, at Demerara, Lieut. Hamond, 67th Regt.

Aug. 27, at Gambia, Dep. Assist. Com. Gen. Stafford.

Sept. 3, at Margate, Capt. Stewart, late Royal Art. Driver.

Sept. 4, Lieut. Orde, h.p. 58th Regt.

Lieut. Jones, h.p. 20th Regt.

In Egypt, while ascending the Nile, Lieut. A. Gerard, 70th Regt. It appears, from an examination made at the British Consulate at Alexandria, that this unfortunate officer remained till midnight on deck, being very desirous that the boat should be kept under sail; and while she was rolling before the wind he fell overboard: his body was found the next day at a considerable distance. Lieut. Gerard was held in general regard by the officers of his corps, and by all who knew him.

Sept. 10, at Gambia, Coast of Africa, Capt. Kirk, Royal African Colonial Corps.

At Jamaica, Ensign W. B. Lewis, 56th Regt.

Sept. 15, Capt. Ross, late 8th R. V. B.

Sept. 17, at Camphill Paisley, Capt. M'Alpine, h.p. 81st Regt.

Sept. 19, at Boulogne, Quarter-Master Coates, late 54th Regt.

Sept. 30, at Walmer, Kent, Capt. Dower, R.N. late Gov. of the R. N. Hosp. at that place

At Corfu, Surgeon Martin, 73rd Regt.

Oct. 4, at Malta, Lieut. T. Mackeson, R. N. H.M.S. Portland.

At Malta, Lieut. L. F. A. Newman, R. N. of H.M.S. Ceylon.

At Gibraltar, on board H.M.S. Asia, Lieut. Charles Dimock, R.N.

Oct. 9, at Chatham, Dr. Broadfoot, Dep. Ins.-Gen. of Army Hosp. h.p.

Oct. 11, at Woolwich, Lieut.-Col. Eeles, K.H. Rifle Brigade.

At Paris, Major-Gen. Wm. Armstrong.

At Rugby, Lieut.-Col. John Marshal, late 14th Regt.

Oct. 16, at Athens, Lieut. Popham, R. M. of H.M.S. Vanguard.

Oct. 17, at Douglas, Isle of Man, Ensign Manson, late 6th R.V.B.

Oct. 18, at Taunton, Lieut.-Col. Mills, Unatt.

Oct. 18, at Portsmouth, D. Samuel Barry, Surg. 89th Regt.

Oct. 20, Lieut. Coane, Unatt.

Oct. 22, at Dryburgh Abbey, N.B., Capt. Sir David Erskine, h.p. York Rangers. He was for for many years attached to the Royal Military College, as Captain of a company of Gentlemen Cadets. We still retain many grateful reminiscences of our boyhood in connexion with "David Erskine," who, notwithstanding some eccentricities, was a truly benevolent and kind-hearted man. We have him at this moment in our mind's eye stamping his left foot with peculiar energy to "mark the time," and giving utterance to his favourite injunction, "whatever you do, do well."

At Musselburgh, Major R. Mackensie, late 71st Regt.

At Leamington, Lieut.-Gen. R. Balfour, of Balbirnie, Fifeshire, and Carlton House Terrace, late 2nd Dragoons.

At Bristol, D. Henderson, Esq. Surg. R.N.

At Cork, Retired Com. John Brumhall, R.N.

Oct. 23, at Hull, J. Reeves, Esq. Master, R.N.

Oct. 26, at Glasgow, J. M'Fee, Esq. Master, R.N.

Oct. 27, at Greenwich Hospital, Lieut. Joseph Dewsnap, R.N.

Oct. 30, at his residence in Oxford-street, Col. H. E. Hunter, late of the Gren. Guards, aged 57.

In France, Comm. J. P. Greenlaw, R.N.

At Winchmore Hill, of Apoplexy, Lieut.-Gen. Henry Bruce, formerly 31st Regt.

At Castle Wellingham, Capt. R. Sweeny, late 84th Regt.

At Ballyshannon, Capt. K. Montgomery, late 81st Regt.

Near Limerick, Comm. G. Ingram, R.N.

At Portsea, Mr. W. Godfree, Purser, R.N.

At Island Bridge Barracks, near Dublin, of Fever, Lieut. Cockburne, R.H.A.

Nov. 7th, in Madox-street, Regent-street, Jas. Forbes, Esq. M.D. Insp.-Gen. of Army Hospitals.

At York, Major-Gen. Salmond, Hon. E. I. Comp. Service, in his 72nd year. He held the appointment of Military Secretary at the India House for 28 years, which he resigned only a short time before his death.

Lieut. T. Burnett, R.N.

Lieut. C. Holmes, R.M.

At Elsick, Scotland, Capt. Murray Farquharson, Independent Company.

Lieut. Charles Holmes, R.M.

Nov. 11, at Bath, Major-Gen. Robert Paton, C.B. of the Hon. E. I. Comp. Service.

Com. Thomas Stevenson, R.N. formerly commanding H. M. ship, Gladiator.

Nov. 15, at Banchory, N. B. Lieut.-Gen. the Hon. James Ramsay.

At Aindley, Wigan, Lieut.-Col. Nathaniel Eckersley, K.H. h.p. 60th Regt.

At Cherry Bank, near Perth, A. Fisher, Esq. Surg. R.N. He was Surg. of the Hecla, in three successive voyages to the Arctic Regions, under Capt. Sir Edward Parry.

Nov. 21, at Stanhope-street, Hyde Park, Gen. the Earl of Cavan, K.C. Col. of the 45th Regt. and Governor of Calshot Castle.

The late Lieutenant-Colonel William Gardner Freer, K.H. 10th Regiment, commenced his military career at a very early age, and was appointed to an Ensignecy in the 43rd Regiment in December, 1805, and was promoted to a Lieutenancy in February, 1807. In 1808 he embarked with his regiment for Portugal, and was present at the Battle of Vimeira on the 21st of August. He was also with the Army under the command of Sir John Moore in its advance and retreat in Spain, and at the Battle of Corunna. After a short period passed in England, he again embarked with the 43rd for the Peninsula, and was present in the action at the Bridge of the Coa, the 24th of July, 1810, when he was wounded. He was also in the Battle of Busaco; and was with his regiment during the occupation of the Lines of Torres Vedras; and actively employed in the advanced guard during Masséna's retreat. He was in the action of Sabugal, April 5, 1811, and was slightly wounded. He was also engaged in the Battle of Fuentes d'Honor, May the 6th. In January, 1812, he was at the siege and assault of Ciudad Rodrigo; afterwards at the siege and assault of Badajos; at the assault of the breach his right arm was shattered by a musket ball, and he was obliged to undergo amputation. At the same time his brother, who was in the same regiment, was severely wounded during the assault. He was now obliged to return to England, where he suffered much during the protracted cure of his wound.

In January, 1813, he again joined his regiment, and was present at the Battle of Vittoria, and in all the subsequent operations in which the Light Division was engaged. He was present at the attack of the fortified position of Vera, October 7th; and along the banks of the

Bidassoa; also at the attacks of the fortified position of La Rhune on the Nivelle (in which action he had the misfortune to lose his brother, who was killed by a musket-ball, after having been present with the 43rd since he joined it in 1810). He was present in all the subsequent operations; and in December, 1813, was promoted to a company in the 43rd. He was also present in the closing Battle of Toulouse.

On his return to England he joined the 2nd Battalion, and was placed on half-pay on its reduction. Devotedly attached to his profession, he entered as student the Senior Department of the Military College, and received the most flattering testimonials on quitting it. He soon exchanged to full-pay, and rejoined the 43rd, and served with it in the Army of Occupation in France; afterwards in Ireland; and accompanied it to Gibraltar. In May, 1826, he was promoted, by purchase, to an unattached Majority; and was shortly after appointed to the 10th Regiment of Infantry, and served with it in Ireland, and in the Ionian Islands. He returned to England on leave; and in May, 1833, he was promoted, by purchase, to the Lieutenant-Colonelcy of the regiment. In the autumn of the same year he rejoined the regiment, and continued in command until his lamented death, on the 2nd August, 1836, at Corfu, after a short illness, in the forty-fifth year of his age. He had received the insignia of a Knight of the Honourable Guelphic Order.

Thus, after an arduous service of upwards of thirty years, in the prime of life, closed the career of an officer whose military reputation stood deservedly high, and whose zeal for his profession was unbounded. High-minded, noble, and devoted to his military duties, he was the friend of both officer and soldier, and his memory will long be held dear by all who knew him.

As a mark of esteem for his character, his brother-officers have erected a monument on the spot where his remains are interred at Corfu, to his memory, recording his distinguished military services, and their unfeigned regret for the loss of a sincere friend. They have also placed a tablet in his parish church at Oakham recording the above.

His afflicted family will long have to deplore his irreparable loss, for in him were embodied all the virtues of a devoted son, an affectionate brother, a sincere friend, and a humble and pious Christian.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

OCT. 1837.	Six's Thermometer.		At 3 P.M.			Pluviameter Inches.	Evaporator Inches.	Winds at 3 P.M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Parts.			
☉ 1	59·5	55·4	29·98	59·5	595	—	·090	S.S.W. calm, showery
☽ 2	63·6	57·0	30·18	62·2	590	—	·100	S. calm, showery
♂ 3	65·5	58·5	30·11	65·0	590	—	·104	S. fr. breeze, fine day
☿ 4	64·7	61·3	30·09	64·5	579	·030	·096	W.S.W. calm. beaut. day
♃ 5	64·4	49·6	30·22	61·2	577	—	·090	S. fresh airs, magnificent
♀ 6	62·6	58·0	30·09	61·7	595	·270	·072	W. fr. breeze, cloudy
♄ 7	61·9	53·5	30·23	60·9	582	—	·090	S.S.W. lt. airs, beautiful
☉ 8	61·9	49·5	30·13	59·3	615	·073	·094	W.S.W. light airs, rain
☽ 9	59·4	49·8	30·30	57·6	582	—	·060	W.S. W. calm, beautiful
♂ 10	59·9	51·6	30·32	57·8	580	—	·082	S.W. fresh breeze, cloudy
☿ 11	58·8	51·2	30·36	58·8	576	—	·046	S. to S.W. light br. fine
♃ 12	59·0	52·0	30·46	54·9	410	—	·044	N.E. fresh breeze, cloudy
♀ 13	56·2	50·9	30·56	53·1	597	—	·085	N.N.E. light br. cloudy
♄ 14	56·4	48·0	30·55	52·2	586	—	·035	N. by W. light, very fine
☉ 15	56·7	45·8	30·54	51·4	590	—	·035	N.W. light br., superb
☽ 16	54·5	41·6	30·24	49·8	603	—	·026	N.N.W. moderate br. fine
♂ 17	52·6	37·6	30·18	49·2	612	·077	·025	W.S.W. light airs, cloudy
☿ 18	52·9	47·4	30·13	52·7	644	—	·064	W.N.W. calm, cloudy
♃ 19	58·1	48·5	30·50	55·4	618	—	·055	W. calm, fine day
♀ 20	57·8	51·3	30·53	57·0	602	—	·060	W.S.W. ligh airs, beautiful
♄ 21	56·8	48·5	30·35	55·2	625	—	·052	W.S.W. light br. cloudy
☉ 22	56·6	52·3	29·83	55·2	611	—	·049	N.W. fresh br. variable
☽ 23	56·0	52·2	29·70	53·6	615	—	·045	N.W. fresh br. variable
♂ 24	55·8	52·2	29·57	52·8	619	·193	·046	W.S W. nearly calm, rain
☿ 25	54·5	47·1	29·73	50·6	622	·256	·063	S.W. by W. lt. br., shrs.
♃ 26	52·8	42·0	29·94	47·8	626	·105	·065	W.S.W. fresh br., squally
♀ 27	51·6	47·4	29·53	51·5	580	.203	·080	W. stiff gale, fine
♄ 28	51·0	37·6	29·47	47·0	622	·022	·082	S.W. light airs, damp
☉ 29	54·2	41·8	29·49	47·3	595	—	·074	S. light breeze, variable
☽ 30	49·6	42·2	29·23	49·0	741	·103	·062	S.W. violent squalls, var.
♂ 31	51·3	44·5	29·40	48·4	685	·134	·060	W. strong gusts, very var.

INDEX

TO THE

THIRD PART OF 1837.

Achmet, Bey of Constantineh, account of, 531
Addiscombe, examination at, 554
Affairs at Home and Abroad, 129, 273, 417, 553
Alexandria, Notes of an Expedition to, in 1807, 183
Ancient and Modern Warfare, 305
Andromache, defeat of Malay pirates by the, 261
Anemometer, results of observation with a new, 267
Antilles, a Ramble in the, 219
Appointments and Promotions, 140, 284, 428, 571
Army, the British, distribution of, on the 1st Sept. 1837, 137; on 1st Oct., 282; on the 1st Nov., 426
——— on the recruiting of, by a Practical Recruiter, 433; stations of, on the 1st Dec. 1837, 569
——— Medical Officers' Brevet, 256
——— the French. Historic Sketch of, 168; officers of, 528
——— and Navy Club, the, progress of, 553
Arnot, Mr. Henry, Court-martial on, 122
Astronomy, Professor Struve's discoveries in, 453
Austria, the Navy of, 242
Auxiliary Legion of Spain, fate of the, 417
Avoidance of Accidents in loading Ordnance, 249

Babbage's Ninth Bridgewater Treatise, reviewed, 269
Back, Captain, return of, 275
Badajoz, capture of, from the Journal of Lieut. P. K., 70
Barrack-accommodation for the Ordnance and Line, 257
——— Department, the, 324
Basque Provinces, the, by E. B. Stephens, reviewed, 127
Births, 142, 286, 430, 574
Bit of Astronomical News, a, 450
Boilers, for steam-engines, description of, 94
Book of Gems of Modern Poets, critical notice of the, 415
Brevet Rank and Military Retirements, 536
Brevets, General, inadequacy of, to reward Military Services, and a remedial plan proposed, 114
Britannia, by Major Mackie, reviewed, 551
British Association for the advancement of Science, meeting of the, 273
Burgos, assault of, 69
Busaco, the Third Division at the Battle of, 390
Bute Ship Canal, the, 565

Candler, Vice-Admiral Sir Thos., memoir of, 524
Calais, a Run to, by the Mid, 21
Camperdown, the "Monmouth" and "Russell" at the Battle of, 248, 329
Cape, government of the, 392
Cartwright's steam-engine, description of, 89
Cavalry Uniform and Equipment, 254
Ceylon, the United Service Museum at, 558
Chelsea Hospital and its Traditions, reviewed, 550
Circassians, military character, &c., of the, 388
Cochrane's Wanderings in Greece, critical notice of, 128
College, the Naval, examinations at, 124
——— the Royal Military, examinations at, 554
Colonization in Southern Africa, 250
Compiègne, recent military operations at, 418
Constantine, tribes of, 387
Convict-ship, voyage in a, 193, 347

Correspondence from the principal Ports and Stations, 119, 258, 408, 541
——— General, 102, 244, 390, 531

Dampier, Captain, Biographical Sketch of, 2, 145, 289
Dance's Letter to the Duke of Wellington on the application of steam to civil and military purposes, noticed, 272
Deaths, 143, 287, 430, 575
Decoration for military service, 406
Depôt System, the, 111
Dick Swift, the Ocean-Racer, 64
Dispatches of the Duke of Wellington, the, reviewed, 414
———, Minutes, and Correspondence of the Marquis Wellesley, noticed, 414
Double-cylinder steam-engines, described, 86
Dragoons, the 3rd, at the affair of the Guarana, 532
Drumstick Club, the; or, Sketches of Naval Life, 334

Editor's Portfolio; or, Naval and Military Register, 129, 273, 417, 553
Egypt, administration, &c. of the army of, 99
——— Notes of an Expedition to, in the year 1805, 481
Euphrates Expedition, the, noticed, 415

Federoff's steam-vessel, 101
Fergusson, Dr., on the causes of Mortality in the West Indies, 102; his remarks on Malaria and the Yellow Fever, 377
Foley, Sir Thomas, at the Battle of the Nile, 109
Foreign Miscellany, 99, 241, 386, 528
Fragments of the Peninsular War, from the Notes of a Staff-Officer: Burgos, 69; Badajos, 70

Gambling, a Sermon on, 211
Gawler, Lieut.-Col., on the essentials of good Skirmishing, noticed, 415
General Correspondence, 102, 244, 390, 531
Greece, climate of, 241; colonization in, 529
Greenwich, Stories of, by a Modern Asmodeus, 38, 364
Grindlay, Capt., correspondence respecting, 563
Gun, a long, discovery of, 387

Halliday, Sir Andrew, in vindication of his theories, &c., 244
History of Steam Navigation, 518
Hutchison, Assistant-Surgeon, present made to, 421
Hyderabad Subsidiary Force, tribute to the, 132
Hydrodynamics, Russell's Researches in, noticed, 267

Inn-adventure, an, 51
Inniskillen Dragoons, affray between the populace and the, 278

Jebb, Captain, review of his work on Military Posts, 128, 270; on a Passage relating to the 3rd Dragoons in Napier's History, 532
Jersey Oyster Fishery, the, 224

Kaffir War, the, 79
King's Regiments in India, 206

Landels, Mr. G., case of, 131, 533
Lewis, Rear-Admiral John Mason, remarks of, on circular sterns, 236; memoir of, 237

Malaria and Yellow Fever in the West Indies, Dr. Fergusson's remarks on, 377
Maps and Plans by the Useful Knowledge Society, 541
Marriages, 143, 286, 430, 575
Mates, Royal Naval, 397
Mecklenburg Strelitz, the late Duke of, 529
Mediterranean, Recollections of a War-Cruize in the, 472
Members of Royal Irish Yacht Club, 279
Memoirs of General and Flag Officers recently Deceased: — Rear-Admiral John Mason Lewis, 237; Rear-Admiral W. H. Webley Parry, 383; Vice-Admiral Sir Thomas Candler, 524
Meteorological Register, 144, 288, 432, 576
——— ——— observations made at the United Service Museum, 568
Meteorology, Observations on, in Newfoundland, 432
Milford Haven, Correspondence from, 266, 412, 548
Military Life in India, Sketches of, 202, 355, 502
Miscellany, Foreign, 99, 241, 386, 528
Mortality amongst the Generals and Admirals for the last Twenty Years, 114
——— in the West Indies, causes of, 102; Sir Andrew Halliday in vindication of his Theories respecting, 244; Remedy for, 399
Murray's Hand-Book for Travellers in Southern Germany, reviewed, 128

Napoleon, remarks on his Correspon

dence during the early Campaigns in Italy, 465
Naval and Military Register, 129, 273, 417, 553
—— Charitable Society, 250
—— Assistant-Surgeons, 402
Naval Keepsake, the, noticed, 552
Navy, The British, manning, 116; a Glance at the Moral and Material State of, at this moment, 160; Advantages of Study and Practical Knowledge in, 405
—— List of Ships in Commission 1st Sept., 1837, 134; on the 1st Oct., 283; on the 1st Nov., 427; on the 1st Dec., 570
——, the Austrian, Account of, 242
——, the Dutch, 528
New Brunswick, Account of, 75
New South Wales, intelligence from, 413
News, a Bit of Astronomical, 450
Notices to Readers and Correspondents, 128, 272, 416, 552

Officers' Quarters, 407
Ordnance, Avoidance of Accidents in Loading, 249
——— Experiments of the French, 227

Parry, Rear-Admiral W. H. Webley, Memoir of, 383
Paul and Virginia, Original Documents respecting, 178
Peninsula, Fragments of the War in the: Burgos, 69; Badajoz, 70
Perspective, a complete, scientific, and popular Treatise upon, noticed, 268
Peter Pivot's Letters from New Brunswick, to his Friends at the Depôt, 75, 372, 514
Pique, qualifications of the, 120
Plymouth, a Visit to, since the Peace, 488; Intelligence from, 124, 264, 410, 545
Poetry; a Song of Waterloo, by a Non-Commissioned Officer of the Royal Dragoons, 28
Portsmouth, Correspondence from, 119, 258, 408, 541
Portugal, Retreat upon, in 1812, from the Reminiscences of a Subaltern, 29
Pratt, Lieut., gallant conduct of, at Barbadoes, 557
Prevention of Accidents in the loading of Ordnance, 110
Promotions and Appointments, 140, 284, 428, 571
Raines, Captain, the Action at Law brought by him against the publisher of the U. S. Journal, 130
Readers and Correspondents, Notices to, 128, 272, 416, 552
Recollections of a War-Cruize in the Mediterranean, by one of the Guadaloupes, 472
Recruit, history of a, 440
Recruiting of the Army, remarks on, 433; mode of, 436; emoluments of parties employed in, 442
Reflections on Dress, suggested by a Red Herring, 116
Remarks on the Correspondence of Napoleon during the early Campaigns in Italy, 465
Reports, Confidential, 116
Retreat upon Portugal in 1812, from the Reminiscences of a Sabaltern, 29
Reviews and Critical Notices of New Publications:—Spain and the Seat of War in Spain, by Capt. H. B. Hall, 127; The Basque Provinces, by E. B. Stephens, ib.; On the Attack of Military Posts, by Capt. Jebb, 128; Murray's Hand-Book for Travellers in Southern Germany, ib.; Cochrane's Wanderings in Greece, ib.; Researches on the Tides, by the Rev. W. Whewell, 267; on the Results of Observations with a new Anemometer, by the Rev. W. Whewell, ib.; Researches in Hydrodynamics, by S. Russell, ib.; a complete, scientific and popular Treatise upon Perspective, 268; the Ninth Bridgewater Treatise, 269; Practical Treatise on the Attack of Military Posts, 270; a Letter to the Duke of Wellington on the application of Steam Power to Civil and Military purposes, 272; Dispatches of the Duke of Wellington, 414; Dispatches, Minutes, and Correspondence of the Marquis Wellesley, ib.; on the Essentials of Good Skirmishing, by Lieut.-Col. Gawler, 415; Euphrates Expedition, ib.; The Book of Gems, ib.; Life of Wallenstein, 549; Chelsea Hospital, 550; Britannia, by Major Mackie, 551; Naval Keepsake, 552; Royal City Medal, ib.
Roman Roads, 15
Romans, Mode of Warfare of the, 305
Rosetta, expedition against, in 1807, 481
Ross, Rear-Admiral, tribute of respect to, 126
Rotative Steam-Engines described, 88
Royal Naval Charitable Society, the, 531
——— Military College, examinations at, 554
——— City Medal, the, noticed, 552
Russia, Treatment of the Circassians by, 243

Saxony, Monument to Gustavus Adolphus erected in, 100
Schools, Regimental, 386

UNIVERSITY OF MICHIGAN
3 9015 06294 9139

UNIVERSITY OF MICHIGAN
3 9015 06294 9139